

ATTACHMENT BOOKLET 1

ORDINARY COUNCIL MEETING

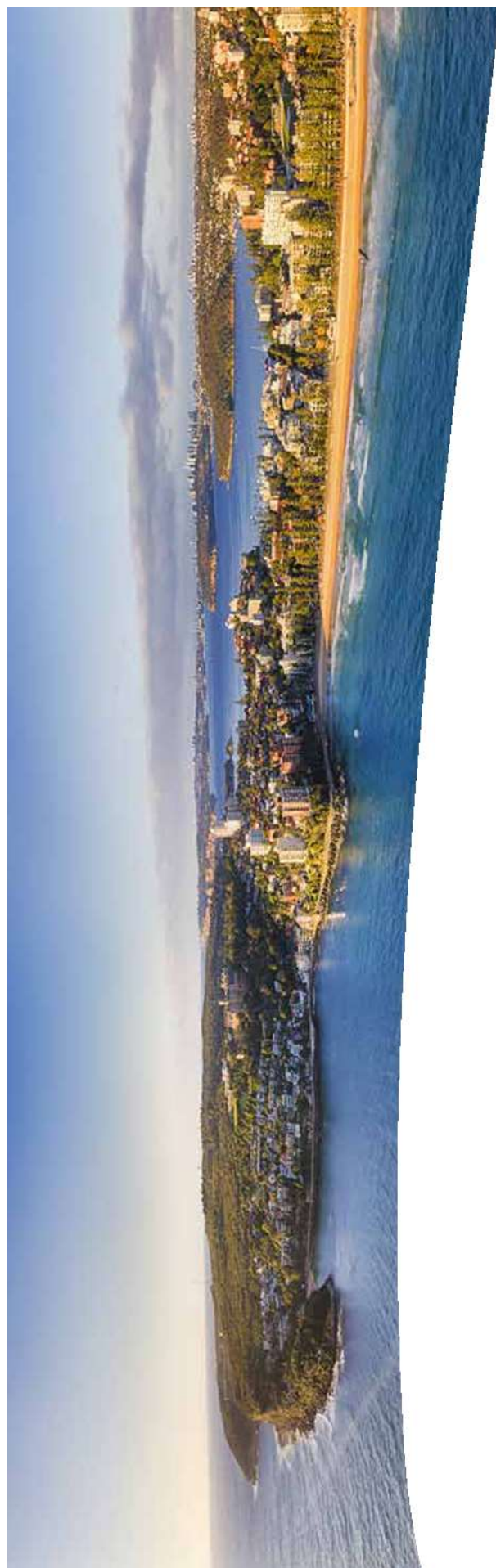
TUESDAY 18 DECEMBER 2018

TABLE OF CONTENTS

Item No	Subject	
10.1	NORTHERN BEACHES WALKING PLAN	
Attachment 1:	Draft Northern Beaches Walking Plan	3
Attachment 2:	Draft Northern Beaches Council Footpath Priority Schedule Maps...	63
Attachment 3:	Northern Beaches Council Draft Footpath Priority Schedule	68
Attachment 4:	Final Northern Beaches Walking Plan Community Engagement Report.....	90
Attachment 5:	Walking Plan Funding Proposal	126
10.7	CONSIDERATION OF MANLY DAM INCLUSIVE PLAYSPACE	
Attachment :	Manly Dam Playground - Community Engagement Report	127
10.8	DRAFT OUTDOOR DINING AND FOOTPATH MERCHANDISE POLICY	
Attachment 1:	Draft Northern Beaches Council Outdoor Dining and Footpath Merchandise Policy	139
Attachment 2:	Northern Beaches Council Outdoor Dining and Footpath Merchandise Guide	141
11.1	PLANNING PROPOSAL - FACILITATING ACTIVITIES ON COMMUNITY LAND - MANLY LEP 2013	
Attachment 1:	Planning Proposal.....	157
Attachment 2:	Gateway Determination - Manly LEP Temporary Events Community Land.....	174
Attachment 3:	Consultant Report with Submissions Review and Comments	176

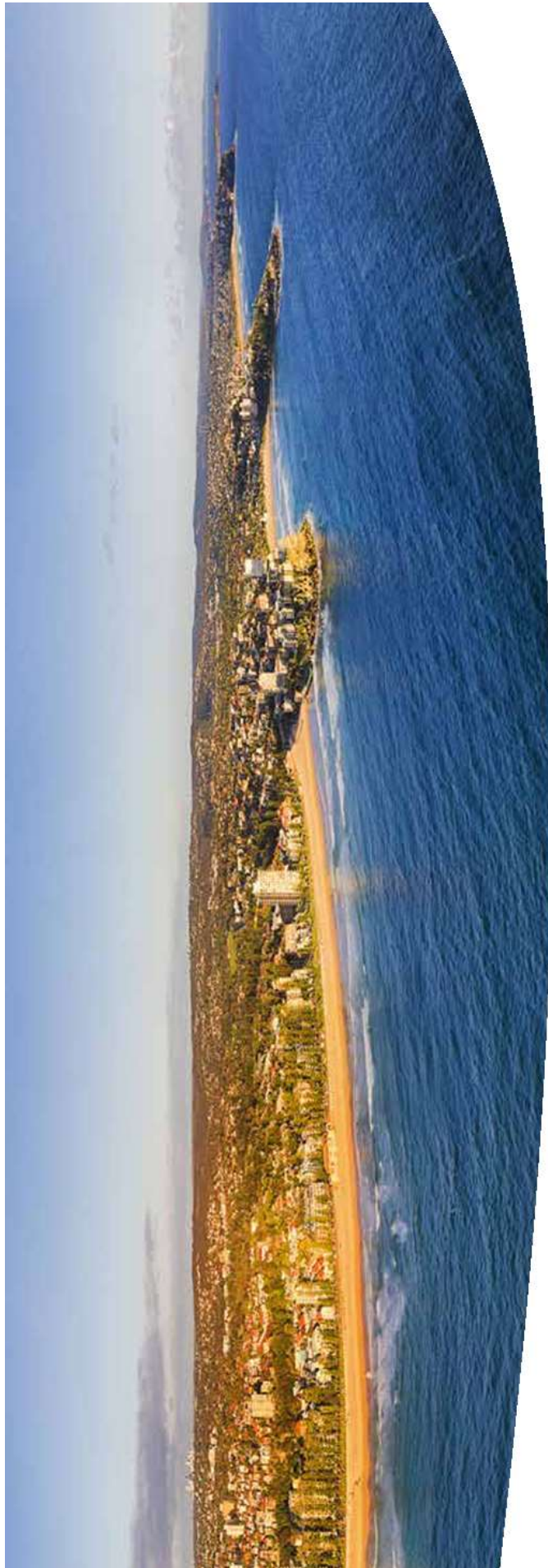


Northern Beaches Walking Plan



Contents

02	Northern Beaches Walking Plan	
04	Mayor's Message	15
06	Executive Summary	16
08	Our Walking Plan Directions	16
10	Why A Walking Plan Is Needed	23
12	Walking Fast Facts	28
14	Our Walking Achievements	35
	Community Engagement Snapshot	
	Five Directions To Increase Walking	
	Direction 1 Connecting The Network	
	Direction 2 Delivering The Network	
	Direction 3 Making Walking Safe	
	Direction 4 Creating Walkable Neighbourhoods	



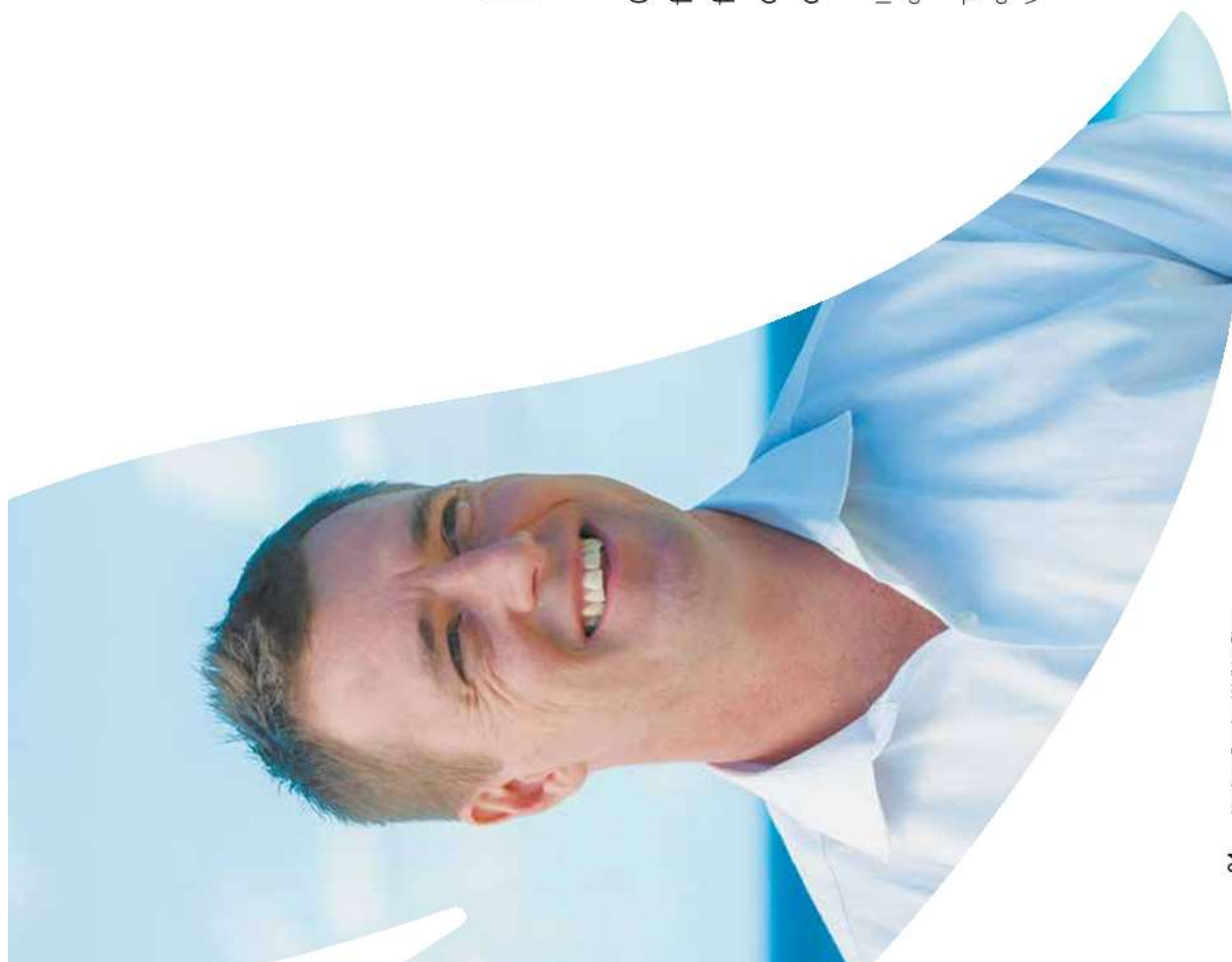
40	Direction 5 Encouraging Walking	59	Monitoring The Walking Plan
46	Walking Challenges		
49	Walking Directions		
00	How We Will Prioritise Our Footpath Network		
00	Prioritisation Methodology		
00	Prioritisation Criteria		

Mayor's Message

Our footpaths connect our community to everything from schools, our workplaces, parks, beaches, sports fields as well as our family and friend's homes. They are vital to making sure the Northern Beaches is an accessible and safe place to get around on foot.

It may seem like a small thing but I can honestly say footpaths are one of the most common issues residents speak to myself and fellow councillors about.

That's why we were determined to hear from as many people in our community as possible to find out where you walk, where you want to walk and where you want to see improved walking connections.



Thank you to all those 1,000 residents who commented and contributed to the development of our draft Walking Plan. More than 800 of these comments were provided through our Social Pin Point map, where community members were able to provide exact locations, details of their walking habits and highlight what they wanted to see fixed.

Our community has told us that walking in a safe environment - away from traffic and parked vehicles to get to schools, local destinations and public transport as easily as possible is a top priority.

It was this feedback that lead Council to more than double our 2018/2019 footpath budget from \$1.3 million to \$3 million. As a result, 46 streets will have better pedestrian connections thanks to new footpaths.

In our 20 year Transport Strategy, Move Northern Beaches, we made some bold aspirations to double the amount of 'active travel' trips like cycling and walking and reduce our car trips by 30 per cent. Our draft Northern Beaches Walking Plan supports that and outlines how we will become a more walkable and connected community.

I would like to thank the many community members who have contributed their thoughts and ideas to the development of this draft Northern Beaches Walking Plan. I look forward to hearing your thoughts on Stage 2 which is public exhibition of the Walking Plan and new footpath construction priority schedule. Enjoy getting out and about on one of our footpaths.



Michael Regan
Mayor

Executive Summary

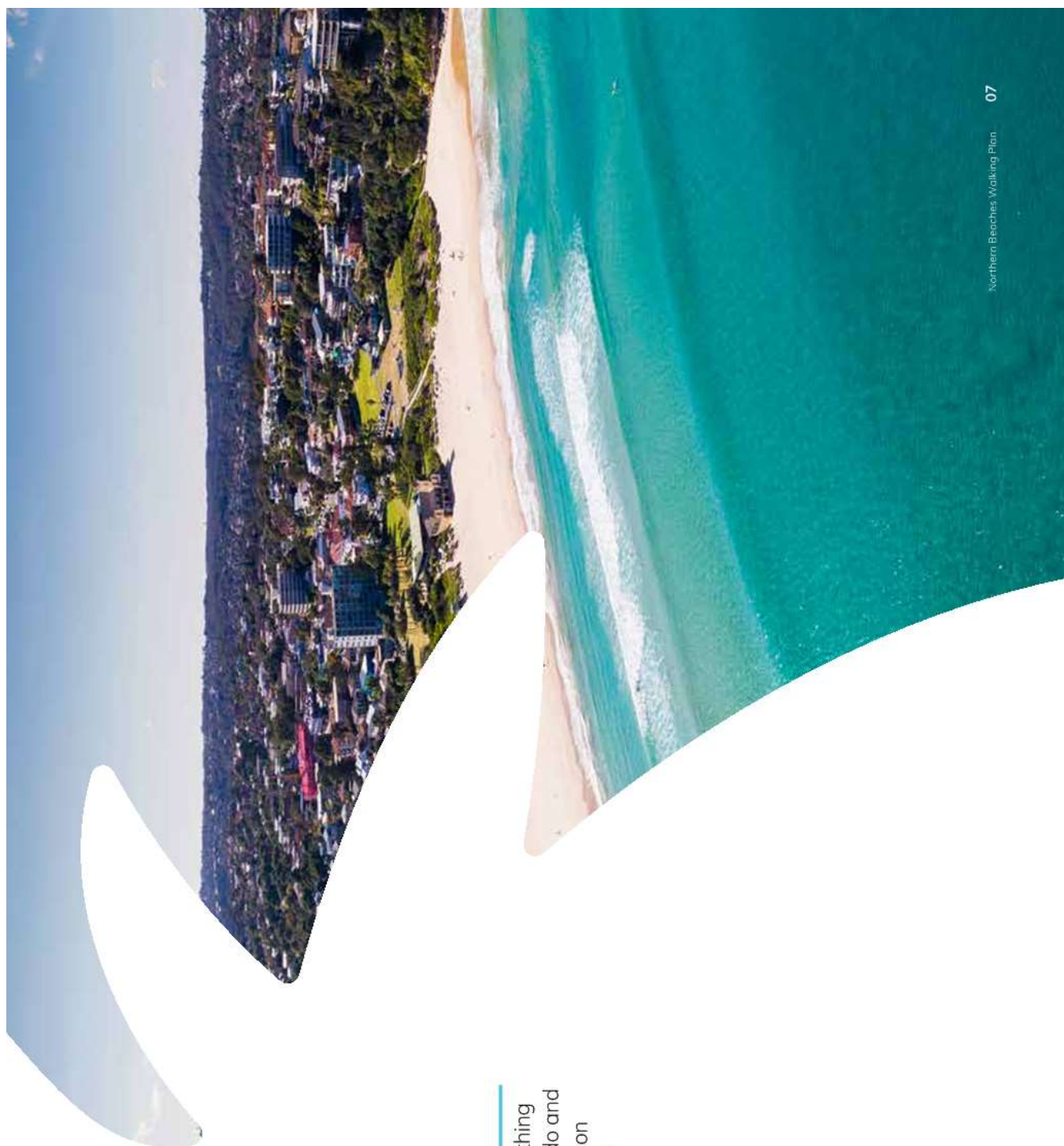
This Northern Beaches Walking Plan is our first as an amalgamated Council and details our plans to deliver a walking network which connects you to where you want to go.

A pedestrian is a person on foot, whether walking or running and users of mobility aids and wheelchairs. Our Walking Plan will also align with our Disability Inclusion Action Plan vision for "universal access and inclusion across the Northern Beaches that enables people with a disability to fulfil their potential as equal members of the community".

Walking is the most important mode of transport on the Northern Beaches and this Walking Plan is our commitment to creating a safe and connected walking network. A significant amount of work has been undertaken to improve accessibility and inclusion through our Disability Access and Inclusion Plan and further work will be undertaken through the delivery of the directions outlined in this Plan.

The Northern Beaches Walking Plan sets out five walking directions and 19 goals to address key walking challenges. The Plan will help us achieve our active travel objective outlined in the Northern Beaches Transport Strategy, which is to "enable freedom of movement to, from and within the Northern Beaches using a safe, smart, efficient, integrated and sustainable transport network."

We are now presenting the draft Northern Beaches Walking Plan to you, to seek your support and feedback on the walking directions and priorities which we have outlined in this document.



“ Walking is the first thing
an infant wants to do and
the last thing a person
wants to give up. ”

John Butcher
Walk 21 Founder

Our Walking Plan Directions



08 Draft Northern Beaches Walking Plan

Direction 1 Connecting the network

- 1.1 Create connections to where people want to go
- 1.2 Integrate walking with other transport modes
- 1.3 Connect walking networks with local destinations, employment and public transport
- 1.4 Connect walking networks through pathways, tracks and reserves
- 1.5 Deliver walking wayfinding signage to improve connectivity

Direction 2 Delivering the network

- 2.1 Use walking data to inform pedestrian priorities
- 2.2 Prioritise new footpaths in a consistent way to benefit the community
- 2.3 Work with the State Government to facilitate delivery of the Walking Plan

Direction 4 Creating walking neighbourhoods

- 4.1 Provide a high-level pedestrian priority in the network to pedestrian-focused areas
- 4.2 Ensure the accessibility of walkable places
- 4.3 Provide shaded and comfortable pedestrian environments
- 4.4 Design for pedestrians first

Direction 3 Making walking safe

- 3.1 Facilities are accessible, safe and well designed
- 3.2 Reduce conflicts between pedestrians and other transport modes
- 3.3 Improve safety for pedestrians in high-risk zones
- 3.4 Improve pedestrian crossing opportunities

Direction 5 Encourage walking

- 5.1 Promote walking
- 5.2 Partner with local schools to encourage more children to walk to school
- 5.3 Encourage walking trips as part of our daily travels

Why a Walking Plan is Needed

The Walking Plan sets out Northern Beaches Council's directions and priorities for walking and recommends a range of goals to address key walking issues facing the Local Government Area (LGA). The Plan also sets out the desired characteristics for a "world-class" pedestrian network across the Northern Beaches and based on what the community has told us, how Council needs to address investing in future priorities and plans.

Many parts of the Northern Beaches already have continuous and well-connected pedestrian facilities, however, there are still barriers in the pedestrian network that need to be addressed. These barriers, such as missing links, major traffic routes, hilly landscapes or poor development integration, all affect pedestrian connectivity.	Walkable neighbourhoods allow people to live within their local area and provide the opportunity for increased social inclusion. Through an expanded footpath network, our residents can get to know their local area and neighbours while enjoying the increased health benefits that walking provides.	A number of future directions will be established through the Walking Plan to lead the delivery of walking network improvements.
The Northern Beaches Walking Plan will replace previously adopted walking plans and will set the future direction for walking priorities and the delivery of new footpaths across the region.	Being able to get from one place to another safely and conveniently as a pedestrian will often determine if we choose to walk, bicycle, take public transport, drive or venture out at all.	



The Importance of Walking



Health

Walking has a proven health benefit and walkable streets which provide direct and safe connections to where you want to go provide opportunities for increased physical activity. Every journey involves walking and the more walking we do, the more we can benefit.



Environment

By substituting walking for short car trips, it results in major benefits to the environment, such as improved air quality, reduced noise pollution and reduced consumption of non-renewable energy sources.



Social benefits

Walking increases opportunities for face-to-face social contact and increasing social connections. Better walking conditions and opportunities increase the number of people using the street and in turn, strengthens the potential for casual social contact. Leaving our cars at home also reduces traffic and parking congestion and helps to make streets safe and active for pedestrians.



Economic

Walking and cycling to local shops is good for business and good for the local economy and is essential to the success of our town centres and villages. People who walk are more likely to be aware of the environment around them and notice shops, displays and are more likely to spend money.

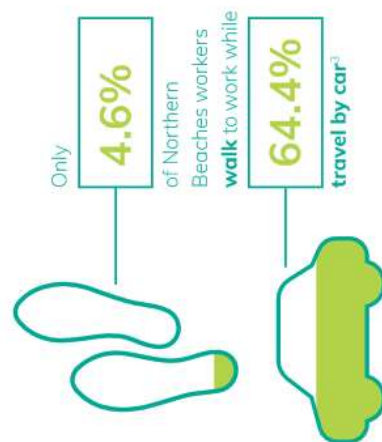


Benefits for children

Walking to school makes children aware of their local neighbourhood and provides an opportunity for parents and carers to pass on road safety skills and knowledge. Walking from a young age can also form walking habits and expectation of walking.

Walking Fast Facts

Northern Beaches Population²



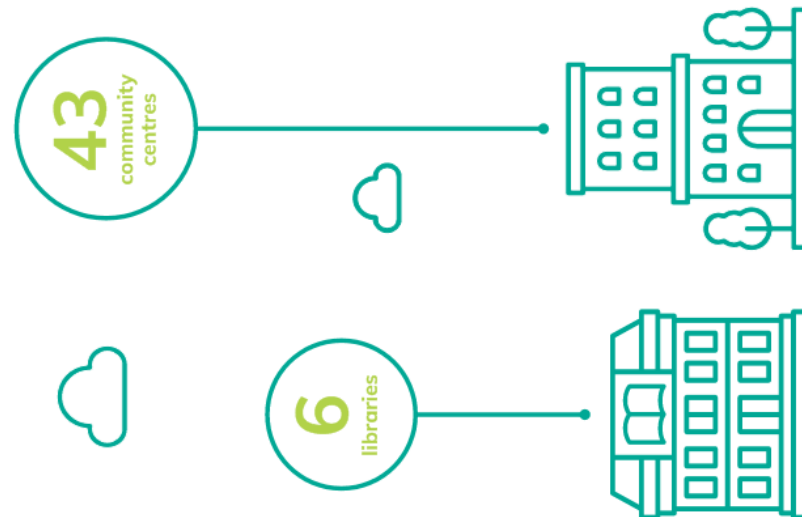
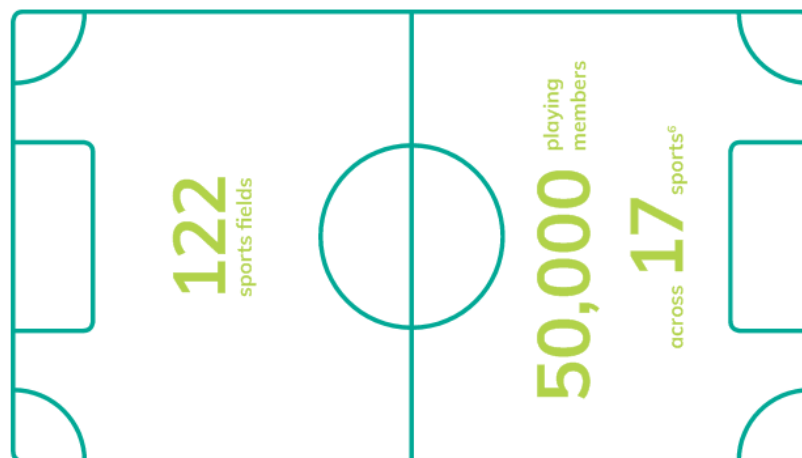
² Profile ID, Northern Beaches population forecasts
³ Profile ID, Northern Beaches journey to work data



⁴ Profile ID, Northern Beaches age Structure data
⁵ Profile ID, Northern Beaches vehicle ownership



We have



Did you know that...

- experts suggest walking **6,000 steps a day to improve health**



- and **10,000 steps a day to lose weight**



- walking helps to **reduce stress**, be more alert and have a healthier body

⁶ Northern Beaches Sportground and Golf Discussion Paper, April 2017

Our Walking Achievements

Northern Beaches Council is already investing heavily in walking infrastructure. Just some examples include;

Northern Beaches Coast Walk

Council commenced the construction of an iconic coastal walkway - the Coast Walk, in 2016, to provide a continuous all-weather active travel connection between Manly and Palm Beach. The Coast Walk is more than a recreational or tourist attraction, it will be used by our communities for commuting, shopping and getting to other activities safely.

The network has consisted off an extensive expansion of the shared path and footpath network to provide:

- Shared path through Robert Dunn Reserve, Mona Vale Golf Course and Apex Park, Mona Vale
- Barrenjoey Road shared path connecting Avalon and Newport via an on-road network through The Serpentine
- Pittwater Road shared path connecting Mona Vale and Collaroy
- New footpaths across the Northern Beaches in streets such as Narrabeen Park Parade, Hillcrest Avenue and Whale Beach Road

Narrabeen Lagoon Multi-Use Trail

In February 2015, the Narrabeen Lagoon Trail was completed, which delivered a continuous 8.4 kilometre shared pathway and connected playgrounds, picnic areas, amenities, cafes and residential areas. The works improved accessibility for a wide range of users while ensuring minimal impact on the sensitive natural environment. The trail runs entirely off-road through bushland and parks, linking the suburbs of Narrabeen and Cromer for pedestrian and cyclist use.

Prior to the trail upgrade, the segmented trail was largely inaccessible and the lack of connections discouraged regular public use. The trail has provided many benefits for the Northern Beaches community through health, economic, environment and social opportunities.

Palm Beach Walkway

For over 40 years, the Palm Beach community has lobbied Council for improved pedestrian access between the Palm Beach Ferry Wharf and Governor Phillip Park. A working group comprising of local residents, community groups, Roads and Maritime Services and Northern Beaches Council was established and worked through the design of early concept plans, construction plans through to construction. The walkway has improved pedestrian connectivity and safety in this location for locals and visitors.

“ Good way to get people out of cars and reduce the number who drive to a location to walk or cycle.”

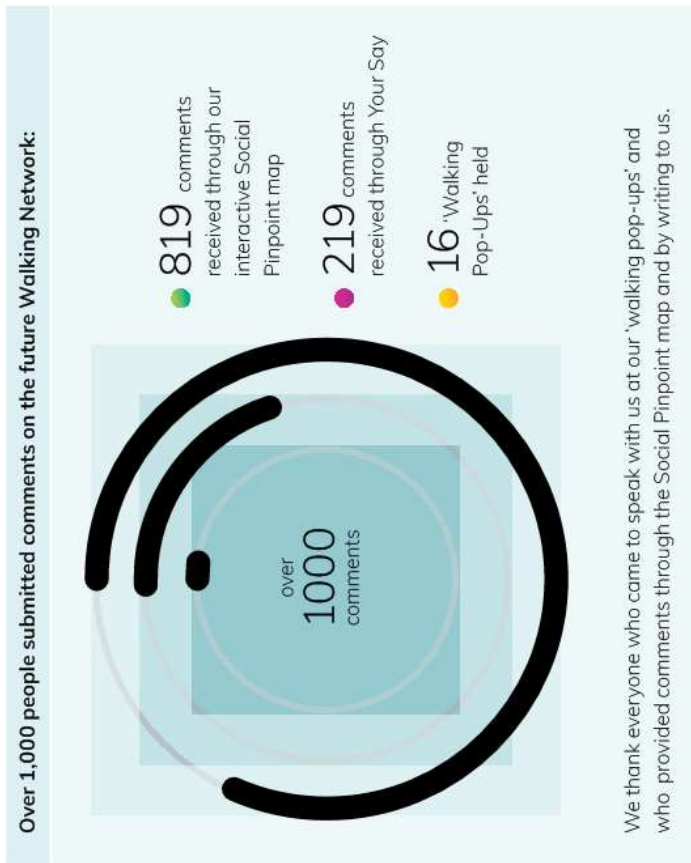


Community Engagement Snapshot

Council undertook extensive engagement to hear from the community about their walking concerns and thoughts. Below is a snapshot of the common themes heard through our 'walking pop-ups' and on-line comments.



Table 2: Community engagement comments





Five Directions to Increase Walking

Direction 1 Connecting the network

Create a connected and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably between places and destinations.

An effective walking network is one which takes people to the places they want to go using suitable and convenient walking routes. It would also allow people to easily extend their journey using other means of travel to reach their destination.



Goal 1.1

Create Connections to Where People Want To Go

Continuous Accessible Path of Travel

Northern Beaches has over 550km of established concrete footpaths and shared paths. However, there are still many missing links that disrupt the continuity of the network. Completing these missing links, especially between residential areas and destinations like schools, employment/business centres, transport hubs, parks and beaches is essential to encourage walking as the primary mode of short-distance trips on the Northern Beaches.

Hierarchy of Pedestrian Attractors and Generators

Pedestrian generators are where people live and from where they commence their trips. Establishing a hierarchy of pedestrian attractors and generators helps plan and design for new footpaths. Pedestrian attractors are destinations (whether built or natural) that attract people, for example: a shop, shopping centre, beach, park, school, bank, post office, library, medical centre, office or workplace.

Following Pedestrian Desire Lines

It is inevitable that pedestrians desire to take the shortest path between two points. Identifying pedestrian desire lines through field audits and community input will assist in planning for locating footpaths and crossing locations where people want to go (where safe) and further encourage pedestrian activity.



Goal 1.2

Integrate Walking with Other Transport Modes

Better Access to Transport

Council is working to make public transport more accessible for older people, people living with disabilities and other mobility constraints, so they can easily maintain their connections and independence. Good connections to public transport also assist school children and parents with prams.



Timetable Information at Bus Stops Through Technology

Many bus-stops around the area lack timetable information and/or the infrastructure to display information protected from damaging sun and rain. Timetable information can be improved by providing information that is legible for a range of users, including supporting information such as a local map.

Timetable information may also be sought from the use of technology such as Apps (i.e. NextThere) and this will be a suggestion Council will make to allow better access for commuters to timetable information.

The Northern Beaches has a hierarchy of local bus stops and more significant stops, such as those in town centres which have better infrastructure including seating, a larger bus shelter and a waste bin.

Footpath Connections to Bus Stops

Providing suitable footpaths to bus stops can help to increase public transport patronage and reduces the need for expensive car parking and new roadway capacity. For some people, public transport is their only option which increases the importance of good pedestrian connections. The presence of good walking infrastructure at and around a bus stop is important for the safety, function and attractiveness of public transport. Accordingly, new footpath connections will be prioritised between bus shelters and existing footpath networks and/or key local destinations.

Goal 1.3

Connect Walking Networks with Local Destinations, Employment and Public Transport

Complete Missing Links



of homes in the Northern Beaches LGA are within 2km or 30-minute walking distance to employment, shopping and dining, parks or beaches and schools.

Council has developed a map of existing footpaths for the Northern Beaches and has identified many missing links in the pedestrian network. The community has also contributed to this process through a range of community engagement activities and Council is using this information to help develop a priority framework for the delivery of the future footpath network.

Connecting Employment Nodes

Most residents who live and work on the Northern Beaches travel more than two kilometres to work and the private car is still the dominant mode for journeys to work in the LGA. Demand for parking spaces around local attractions and employment nodes (e.g. strategic centres) is very high and Council needs to prioritise its parking in some locations to ensure customers can access local businesses.

Parking areas (on-street and off-street) can generate high pedestrian volumes, particularly in the morning and evening peak periods. Therefore, it is essential that continuous footpaths are provided so that people can safely access their place of employment.

The Northern Beaches are greatly enhanced by the number and quality of its parks and recreational areas and beaches, many of which are in close walking distance to places of employment. Providing footpath connections between employment nodes and recreational areas will encourage more utilisation of the parks and beaches, bringing with it the proven health and productivity benefits of walking.

Integrate Active Travel in New Developments

Planning for pedestrians should be an integral part of all new developments. Opportunities must be taken within the planning process to make walking, cycling and public transport the modes of choice. These modes must be made more convenient for most journeys than private car usage, to promote genuine modal shift. They should be supported by the necessary management and regulatory measures.

Mapping of the existing pedestrian network will aid developers and Council officers to plan for new connections and completing missing links. The requirement for appropriate end-of-trip facilities is provided as part of the conditions placed on new developments which will help ensure that active transport is safe, convenient and an attractive travel choice. Development Control Plans should also be encouraged through site links, where they help to better integrate the city centres with transport nodes and recreational areas.

Goal 1.4

Connect Walking Networks Through Pathways, Tracks and Reserves

Creating Links and Shortcuts

Council will continue to explore opportunities to improve pedestrian networks by possible right-of-way through new developments, in established centres and through Government-owned land.

Connections to Recreational Areas

Many local residents and visitors to the Northern Beaches enjoy walking the many nature trails, beaches and recreational areas and in some locations, this provides added pressures on the road network for parking.

Improving the pedestrian connections from residential and commercial centres to the beginning of these recreational trails increases the walking opportunity and reduces demand for parking.

Open Space Network Corridors

The Northern Beaches have a wealth of open space that provides the opportunity to create enjoyable pedestrian networks separated from heavy vehicular traffic areas. Despite the relatively high proportion of open space, there is a shortfall in the quality of linkages between the space, and several precincts are entirely devoid of large open space parcels.

Council will continue to investigate network corridor opportunities as part of its open space planning activities and will consider these in the LGA-wide Walking Network Plan. Consideration of lighting is also a major factor in using open space corridors within the pedestrian network.





Goal 1.5

Deliver Walking Wayfinding Signage to Improve Connectivity

Wayfinding Signage

Wayfinding is how people navigate throughout their journey, whether it is in their local area on a new walking or cycling network. A good wayfinding system will allow people to reach their destination easily and quickly. Predictable and consistent wayfinding information is key to building pedestrian confidence and connecting them where they want to go.

In locations such as town centres, shopping centres and recreational walking networks, there is a need for pedestrian wayfinding from transport hubs to destinations.

Pedestrian wayfinding will:

- help people orientate themselves and easily find their way to their destinations;
- give people confidence to stray from the main tourist routes and explore more of the area;
- help people to move easily between transport modes; and
- encourage the use of walking as a mode of travel

Along the Coast Walk between Manly and Palm Beach, Council will provide wayfinding signage on the route to provide local destination information and directional signage.

Action Summary Table Goal 1: Connecting The Network

Direction	Actions	Short Term 2020	Medium Term 2025	Long Term 2030	How Will We Do This	Responsible Business Unit
1.1 Create connections to where people want to go	A1 Complete missing links to ensure network continuity	✓	✓	✓	<ul style="list-style-type: none"> Monitor progress of the footpath delivery program Review community feedback 	3
	A2 Develop hierarchy of major pedestrian trip attractors and generators	✓			<ul style="list-style-type: none"> Establish hierarchy of pedestrian trip attractors and generators for future PAMP consideration Review RMS crash data and pedestrian facilities 	3 5
	A3 Formalise pedestrian desire lines where appropriate	✓	✓	✓	<ul style="list-style-type: none"> Audit areas to determine if they meet RMS requirements for pedestrian facilities 	3
1.2 Integrate walking with other transport modes	A4 Improve access to public transport	✓	✓	✓	<ul style="list-style-type: none"> Provide active travel connections to public transport Provide end-of-trip facilities at bus stops Support on-demand 	3
	A5 Improve timetable information at bus stops		✓		<ul style="list-style-type: none"> Lobby Transport for NSW to improve timetable information at bus stops through technology 	2 3
	A6 Improve footpath connections to bus stops	✓	✓	✓	<ul style="list-style-type: none"> Monitor progress of the footpath delivery program 	3
1.3 Connect walking networks through pathways, tracks and reserves	A7 Complete missing links in the network	✓	✓	✓	<ul style="list-style-type: none"> Monitor progress of the footpath delivery program 	3
	A8 Ensure walkable connections to employment nodes		✓	✓	<ul style="list-style-type: none"> Work with internal business partners to determine employment nodes and establish a priority schedule 	3 5
	A9 Integrate active travel in new developments	✓	✓	✓	<ul style="list-style-type: none"> Work with internal business partners and State Government to plan walking and cycling connections 	2 3 7 8
1.4 Connect walking networks through pathways, tracks and reserves	A10 Identify locations to secure new right of way to safe create links and short cuts		✓	✓	<ul style="list-style-type: none"> Work with internal business partners to identify travel patterns for the establishment of new links 	1 3 6 9
	A11 Connect the walking network to nature trails, beach and recreational access location	✓	✓	✓	<ul style="list-style-type: none"> Work with internal business partners to identify travel patterns to locations and plan future connections 	3 4
	A12 Ensure open space network corridor opportunities are considered and integrated in walking network planning	✓	✓	✓	<ul style="list-style-type: none"> Work with internal business partners to plan for future networks 	3 4 8
1.5 Deliver walking wayfinding signage to improve connectivity	A13 Develop and implement a wayfinding signage system for pedestrians in the town centres	✓	✓		<ul style="list-style-type: none"> Establish hierarchy of commercial areas for consideration of wayfinding signage Work with local community to determine networks, connections and places of interest 	3 5
	A14 Develop a consistent LGA wide approach to wayfinding signage for pedestrians in key activity centres	✓			<ul style="list-style-type: none"> Establish internal working group to develop Council's wayfinding signage plan 	3

1 = Development Assessment 2 = Transport for NSW 3 = Transport Network 4 = Park Assets, Planning, Design and Delivery 5 = Place and Economic Development
 6 = Property Commercial and Tourist Assets 7 = Roads and Maritimes Services 8 = Strategic and Place Planning 9 = Strategic Planning Time frames are indicative only - budget and resource dependent

Direction 2 **Delivering The Network**

Implementation of the Plan and improved walking infrastructure will increase walking accessibility and encourage walking across the Northern Beaches. Council already invests funding for new footpaths each year in addition to significant investment in maintaining the existing footpath infrastructure.

Council has identified a number of new footpaths and through the engagement activities, we have received many requests for new footpaths. Council simply does not have the funds to deliver all these projects in the short term.

It is therefore necessary to stage the footpaths based on a fair, equitable and transparent priority framework. The prioritisation process is discussed in detail in the following section. Importantly, the criteria is based on research, best practice guidelines and the feedback Council has received from the community.





Goal 2.1

Use Walking Data to Inform Pedestrian Priorities

Very little data is collected by Council or others on pedestrian volumes or pedestrian trip patterns. Unlike road traffic, walking is a difficult mode to measure as it often consists of short travel distances and travel data often excludes the walking component of a journey (all trips begin and end with a walk).

Data that currently measures walking and pedestrian activity includes journey to work data from the Australian Census, Household Travel Survey and NSW crash statistics.

To complement these, Council will also conduct regular pedestrian counts to monitor the implementation and effectiveness of this strategy over time. This will be supported by an implementation program to measure annual progress. An annual progress report will be presented to Council to detail the implementation of the Walking Plan, including community mobility trends. Progress of the Pedestrian Strategy can also be measured through walkability indicators, such as Walkscore. This website (www.walkscore.com) is often cited by real estate agents to assess the walkability of a suburb. It gives a crude evaluation of walkability determined by the distance to a range of amenities including shops, schools, parks and libraries.



Goal 2.2

Prioritise New Footpaths in a Consistent Way to Benefit the Community

In order for Council to construct footpaths in areas where they are needed most, it is necessary for Council to maintain a comprehensive list of new footpaths based on priority.

This is done through a prioritisation process that considers a range of factors and criteria, including pedestrian demands, adjacent and nearby land uses (e.g. schools, activity centres, hospitals), continuity, high risk areas or accident locations and community input. Council has developed an evaluation and prioritisation tool so that we can efficiently and fairly prioritise new footpath proposals in a consistent way.

Goal 2.3

Work with the State Government to Facilitate Delivery of the Walking Plan

Reducing Road Speed Limits in
High Pedestrian Risk Areas

Road speed limits are managed by NSW Roads and Maritime Services (RMS) and therefore, Council cannot change speed limits on any classified or local roads without the approval of the RMS.

Reducing speed limits on local streets and in areas of high pedestrian activity enhances pedestrian safety by reducing the likelihood and severity of crashes.

Council will continue to work with the RMS on arrangements that reduce speeds in areas of significant pedestrian demand such as 40km/h High Pedestrian Activity Area schemes and 10km/h Shared Zones.

Shared Zones are a specific type of speed limit under the RMS Speed Zoning Guidelines (2011) and provide for the sharing of spaces by vehicles, pedestrians and cyclists at low speeds.

Safe Routes to School

School children are among of the most vulnerable road users as they have less experience and knowledge of traffic situations, making them liable to be easily distracted and sometimes less aware of the road environment. Improving connections to schools was one of the key themes of the Walking Plan community engagement activities. Council will continue to work with the NSW Government and local schools to support Safe Route to School Programs, and to prioritise footpaths near schools in our Footpath Network Plan.

Prepare Pedestrian Access and
Mobility Plans for Key Focus Areas

Many of the Walking Plan strategies require more detailed investigation and planning, particularly in key centres and high pedestrian areas. These investigations include: investigation, design and implementation of improved footpaths, removing barriers and obstructions to walking, improved accessibility and road crossings. This is usually done through Pedestrian Access and Mobility Plans (or PAMPs), with funding assistance from the RMS. PAMPs have already been prepared for Manly Beach, Manly Wharf and Manly Town Centre (2018), Avalon (2017) and Mona Vale (2016).

Council will work with the RMS to prepare PAMPs for other key activity centres, including Frenchs Forest Hospital Precinct, Dee Why, Brookvale and Balgowlah.

Action Summary Table Goal 2: Delivering the Network

Direction	Actions	Short Term 2020	Medium Term 2025	Long Term 2030	How Will We Do This	Responsible Business Unit
2.1 Use walking data to inform pedestrian priorities	A15 Establish ongoing pedestrian count data collection program	✓			<ul style="list-style-type: none"> Determine key locations across the Northern Beaches Establish an annual process for the collection of data Allocate funding in the Delivery Program and Budget for data collection program 	3
	A16 Monitor and report on the progress of the Walking Plan	✓	✓	✓	<ul style="list-style-type: none"> Annual update to community on program Report to Traffic and Transport Sustainable Reference Group 	3
	A17 Give priority to pedestrian infrastructure within walking catchments of activity centres, public transport hubs and along principle school routes	✓	✓	✓	<ul style="list-style-type: none"> Monitor progress of the footpath delivery program Review community feedback 	3 5 8
2.2 Prioritise new footpaths in a consistent to benefit the community	A18 Give priority to pedestrian infrastructure that creates continuous accessible paths of travel to key sites	✓	✓	✓	<ul style="list-style-type: none"> Monitor progress of the footpath delivery program 	3 8
	A19 Give priority to pedestrian infrastructure at high risk / high pedestrian crash sites	✓	✓	✓	<ul style="list-style-type: none"> Continue to analyse Roads and Maritime Services Crash data 	3 7
	A20 Work with RMS to reduce vehicle speeds	✓	✓	✓	<ul style="list-style-type: none"> Continue to lobby Roads and Maritime Services to reduce vehicle speed in local streets 	3 7
2.3 Work with the State Government to facilitate delivery of the Walking Plan	A21 Work with the NSW Government to progress Safe Routes to Schools initiatives	✓	✓	✓	<ul style="list-style-type: none"> Continue to seek funding through Roads and Maritimes Active Travel and Safe Routes to School Programs 	3 7
	A22 Prepare Pedestrian Access and Mobility Plans (PAMPs) for Key Focus Areas	✓	✓	✓	<ul style="list-style-type: none"> Establish hierarchy of town centres and villages for consideration of future Continue to seek funding through Roads and Maritimes Active Travel Program for the development and implementation of PAMP's 	3 5 8

1 = Development Assessment 2 = Transport for NSW 3 = Transport Network 4 = Park Assets, Planning, Design and Delivery 5 = Place and Economic Development
 6 = Property Commercial and Tourist Assets 7 = Roads and Maritimes Services 8 = Strategic and Place Planning 9 = Strategic Planning Time frames are indicative only - budget and resource dependent

Direction 3 **Making Walking Safe**

Create a safe, well-maintained, comfortable and enjoyable pedestrian environment that encourages walking that is accessible for people of all ages and abilities.

Increasing pedestrian safety is crucial to increasing walking for transport. If risks to pedestrians increase, fewer people will want to walk. The safer pedestrians feel, the more people will walk, reducing congestion across the transport network.

More walking creates a 'safety in numbers' effect, where people expect to see pedestrians around and look out for them – but the built environment must be improved in concert with changing perceptions to minimise risks.

Strategies to encourage people to walk need to be underpinned by a solid plan to increase the safety of walking.



Facilities are Accessible, Safe and Well Designed

Goal 3.1

Network Design

The following principles from the Australian Urban Design Protocol provide a holistic approach for designing environments that support walking.

01 Principle Comfortable

- It feels comfortable to walk through, sit, stand, play, talk, read or just relax
- It is not too exposed to unpleasant noise, wind, heat, rain, traffic or pollution
- You can freely use the place, or at least part of it, without having to pay
- You can be yourself and feel included as part of the community
- It caters for people with various physical capabilities, the old and the young

02 Principle Vibrant

- You can see that there are other people around
- People are enjoying themselves and each other's company
- There are places to meet and interact, play, explore, recreate and unwind
- It is a place you want to visit, experience, or live in

03 Principle Safe

- It feels safe and secure, even at night or on your own
- There aren't signs of decay such as graffiti, rubbish, weeds or derelict buildings and places
- Roads and paths are safe for adults and children to walk or ride their bikes

04 Principle Walkable

- It prioritises people walking or riding before vehicles
- It is easy to get around on foot, bike, wheelchair, pushing a pram or wheeling luggage
- Buildings and streets feel like they're the right size and type for that place
- It encourages physical activity and social interaction, and promotes a healthy lifestyle

When planning footpath widths, consideration needs to be given to the recent changes in NSW laws that allow children up to 16 years old (and accompanying adult) to ride a bicycle on a footpath. This may result in a rise in the number of people cycling on footpaths, especially in the vicinity of schools and local destinations. Wider footpaths also provide additional spaces to allow mobility scooters, wheelchairs, prams and pedestrians to pass each other safely.

Council also needs to consider the road hierarchy where a footpath is proposed to ensure that there is sufficient width to meet the pedestrian demand. Situations may occur where a proposed footpath is upgraded to a shared path to provide a cycling connection to an existing or proposed cycling network.

Accessibility

For many people, using our footpaths to walk around their neighbourhoods or to the shops or bus stop is easy. However, for older people and people with sight or hearing impairment or needing mobility aids, this simple task can be very challenging. Council will work with the RMS to ensure that all traffic lights are fitted with audible pedestrian signals and crossings are fitted with tactile ground surface indicators (TGSIs).

Reduce Conflicts between Pedestrians and Other Transport Modes

Goal 3.2

Pedestrian Safety at Roundabouts

Roundabouts have proven to be very effective in managing traffic movements at intersections; however, they can also hinder pedestrian amenity and safety. Small roundabouts found on local streets generally present few problems to pedestrians. Low traffic speeds and low traffic volumes assist with the ease of pedestrian movements. Large multi-lane roundabouts can be difficult for pedestrians to cross due to the volume of traffic, longer crossing distances and higher vehicle speeds.

Difficulties experienced by pedestrians at roundabouts include:

- left-turning drivers tend to check their right side only for approaching vehicles and not for pedestrians crossing on their left. Left-turn manoeuvres can also happen more quickly than at a regular intersection;
- lack of pedestrian priority;
- unpredictable vehicle speeds and manoeuvring in a roundabout;
- pedestrian routes through a roundabout intersection tend to be less direct than at other intersection types.

These aspects can make crossing roundabouts less safe for pedestrians than Give Way or Stop controls at crossings or T-intersections. Improvements can be made to roundabouts such as providing splitter islands that include a refuge area or moving crossing points away from the intersection edge. An audit of roundabouts in the LGA with respect to pedestrian safety would help to identify opportunities for improvements.

Pedestrian Safety Education Campaigns

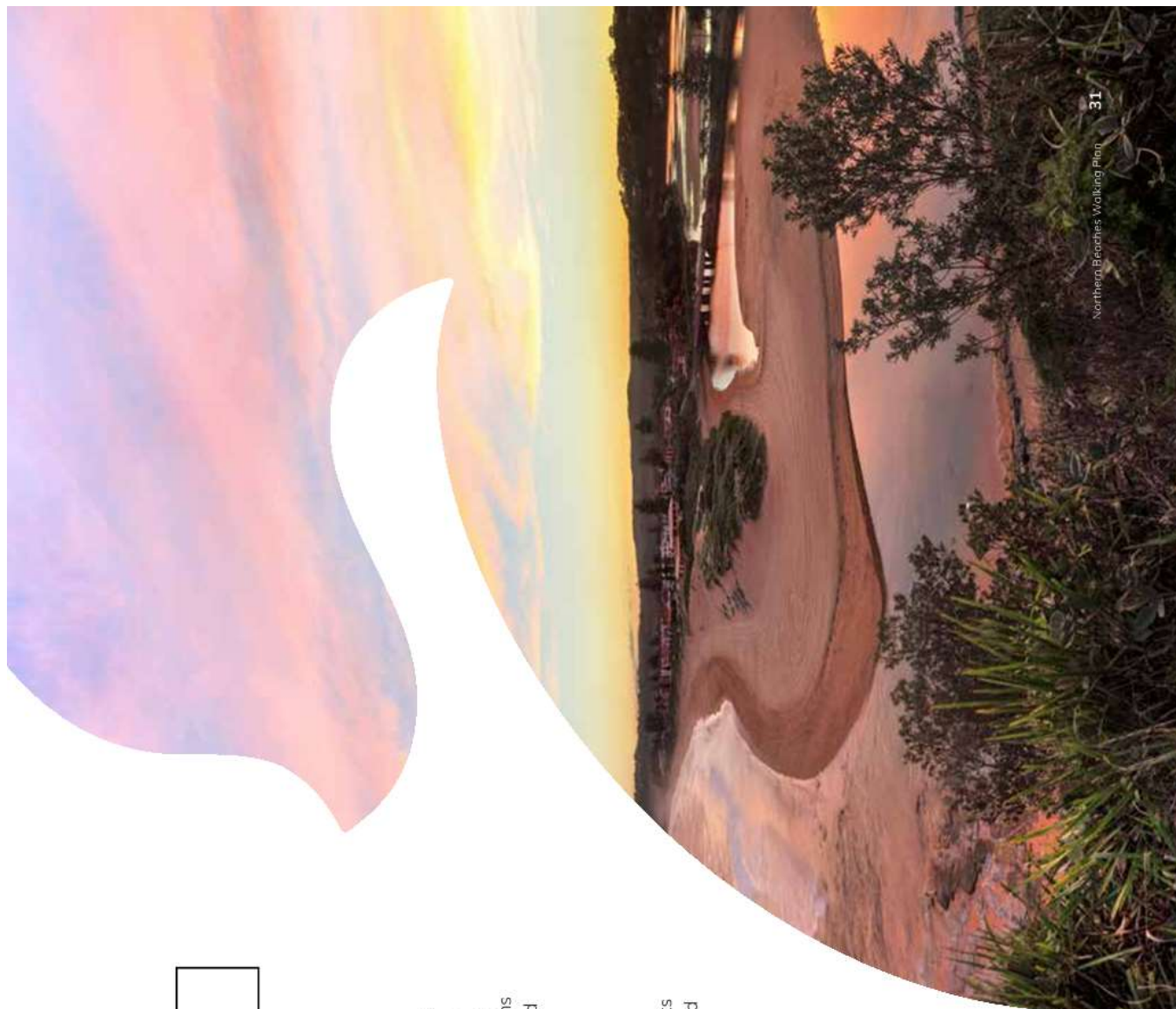
Over the five year RMS crash reporting period between 2013 - 2017, 225 pedestrians have been involved in crashes across the Northern Beaches. This resulted in five pedestrian fatalities and 220 pedestrian injuries.

All of the fatal pedestrian crashes recorded during this reporting period involved pedestrians aged either between 60 - 69 (one fatality) or over 70 years of age (four fatalities). Overall, pedestrians aged over 60 years of age account for 24% of all pedestrian crashes.

Fatal and serious pedestrian injury crashes are more common in areas with higher pedestrian volumes, including higher risk metropolitan roads. Many tourists also visit the Northern Beaches each year, including thousands of international visitors who are unfamiliar with our roads and road rules.

Council will work with the State Government to deliver the Local Government Road Safety Program and will promote education programs, focusing on improving pedestrian, driver and cyclist behaviour to help reduce the number and severity of pedestrian injury crashes and address behaviour that hinders pedestrian access.

Programs such as 'Watch Out. Cars About' aim to improve pedestrian safety, particularly in high risk urban roads. Due to the high number of pedestrian crashes involving older members of our community, Council will develop road safety campaigns to target this age group.



Enforce Regulations Against Illegal Parking of Vehicles

Vehicles which park over footpaths or nature strips create a hazard for pedestrians and parents with prams and young children, as well as the safety for people in wheelchairs, mobility scooter users and those with a vision impairment, restricting access and forcing pedestrians to walk on the road. Northern Beaches Council's enforcement team will continue to target areas of high pedestrian activity where illegal parking on footpaths is prevalent, particularly in areas around schools, aged-care facilities and commercial areas.

Regulate Street Clutter

The Northern Beaches are great for outdoor dining and many restaurants and cafes have street furniture such as tables, seating, planter boxes and heaters situated on the footpath. Regulations need to be enforced for managing street signage and furniture to maintain the effective width of footpaths for people in wheelchairs, mobility scooter users and parents with prams.

Goal 3.3

Improve Safety for Pedestrians in High-Risk Zones

Targeting Pedestrian Related
Crash Locations

Safety is an important consideration when walking around our streets. Greater perceived and actual safety is a key benefit of a more walkable environment.

Street Lighting Improvements

Street lighting can make a location more attractive for walking at night by improving passive surveillance potential as well as enhancing pedestrians' visual perception of the path location, other users and obstructions or surface damage. Street lighting can provide safety benefits at mid-block and intersection locations and can also improve safety for pedestrians, particularly at crossing points.

Lighting can also make pedestrians more visible to drivers, improving safety when a pedestrian is crossing a road. Council will continue to improve street lighting along key pedestrian and cycle paths, pathways, reserves and in significant public carparks.

Reduced Speed Limits in Areas of
High Pedestrian Activity

Fatal and serious injury crashes involving pedestrians are more common in areas with higher pedestrian volumes, including higher-risk metropolitan roads. A pedestrian hit by a car travelling at 50km/h is twice as likely to die as one hit by a car travelling at 40km/h.⁸

Council, Transport for NSW and the RMS are strongly focused on pedestrian safety. We recognise that everyone is a pedestrian at some time in their journey and should be able to walk safely.

40km/h High Pedestrian Activity areas, Shared Zones and 40km/h School Zones are part of a strategy to reduce the number and severity of crashes. Changing the way streets are used in town centres improves the quality of life. They become places for people, not just traffic. Council will continue to identify streets where speed limits should be reduced to enhance pedestrian safety. We all have a part to play in bringing the road toll towards zero.

More Space for Pedestrians

Re-balancing or allocating more space for pedestrians encourages lively and active spaces, improves comfort and reduces conflict with other modes. Increasing pedestrian space improves pedestrian flow, allows space for pedestrian amenities (e.g. shade trees, seating and lighting) and makes it easier to cross the road.



Goal 3.4

Improve Pedestrian Crossing Opportunities

Crossing Opportunities

Crossing the road is the highest risk activity for pedestrians and the major factor in pedestrian-related accidents. Council uses a range of treatments to aid pedestrians to cross the road, including signalised crossings, zebra crossings, refuge islands, kerb buildouts, pedestrian fencing and lighting. The type of facility used will be dependent of the pedestrian demand, the type of road and speed limit and the type of pedestrians most likely to cross (e.g. school children).

Council will continue work with the RMS to investigate and deliver improved road crossing facilities designed to national and international best practice.

Pedestrian Sight Lines

Adequate sight lines are essential at all crossing facilities not controlled by traffic signals and at signalised intersections with parallel pedestrian crossings without full protection from vehicle signals.

Pedestrian crossing facilities should be located where motorists can see a pedestrian move from the footpath or median onto the road in sufficient time to stop, and where pedestrians can see a vehicle far enough away to safely cross the road before the vehicle arrives.

“The current link paths are great. I walk everywhere.”



Action Summary Table Goal 3: Making Walking Safe

Direction	Actions	Short Term 2020	Medium Term 2025	Long Term 2030	How Will We Do This	Responsible Business Unit
3.1 Facilities are accessible, safe and well designed	A23 Ensure Council's network design is incorporated into the planning and design of new walking facilities	✓	✓	✓	<ul style="list-style-type: none"> Work with Capital Projects when designing footpaths and pedestrian facilities Review plans through pedestrian working group 	1 3
	A24 All signalised crossings have DDA infrastructure to assist the visually impaired		✓		<ul style="list-style-type: none"> Lobby Roads and Maritimes Services to upgrade signalised crossings Identify areas of concern through the development of PAMP's Identify locations for pedestrian countdown timers in our Strategic Centres 	3 7
	A25 Conduct an audit of roundabouts and implement improvements to support pedestrian safety		✓		<ul style="list-style-type: none"> Create a database of roundabouts based on pedestrian trip generators and town centre hierarchy Commence an improvement program based on traffic and pedestrian volumes 	3
3.2 Reduce conflicts between pedestrians and other transport modes	A26 Develop and deliver pedestrian safety campaigns	✓	✓	✓	<ul style="list-style-type: none"> Road Safety Officers to continue to deliver pedestrian safety programs through the Local Government Road Safety Program Develop a Seniors Pedestrian Safety Campaign to address the high pedestrian crash data for those aged over 60 years of age Develop an Active to Schools Program 	3
	A27 Carry out regular enforcement of illegally parked vehicles blocking pedestrian access	✓	✓	✓	<ul style="list-style-type: none"> Rangers team to continue to monitor in the pedestrian network 	6
	A28 Ensure safe pedestrian access through regulation of street clutter	✓			<ul style="list-style-type: none"> Work with internal partners to review commercial areas so that pedestrian access is prioritised and maintained. 	5 6 8
3.3 Improve safety for pedestrians in high risk zones	A29 Regularly review RMS pedestrian crash data to determine pedestrian crash clusters	✓	✓	✓	<ul style="list-style-type: none"> RSO's to provide an annual detailed pedestrian crash report and include mapping of pedestrian crash locations 	3
	A30 Improve street lighting along key pedestrian routes	✓	✓	✓	<ul style="list-style-type: none"> Develop a hierarchy of walking networks for improved lighting 	3 4
	A31 Identify appropriate speed limit changes in local roads	✓	✓	✓	<ul style="list-style-type: none"> Implement 10km Shared Zones in local roads Implement and expand 40km High Pedestrian Activity Areas 	3
3.4 Improve pedestrian crossing opportunities	A32 Allocate more road space to pedestrians through the implementation of kerb extensions, wider footpaths and shared zones	✓	✓	✓	<ul style="list-style-type: none"> Identify areas through the development of PAMP's 	3
	A33 Investigate locations for improved and additional pedestrian facilities to assist in safe access and connectivity to destinations	✓	✓	✓	<ul style="list-style-type: none"> Identify areas through the development of PAMP's 	3
	A34 Be supportive of technology and future innovations	✓	✓	✓	<ul style="list-style-type: none"> Promote use of technology to the local community to provide pedestrian network information and road safety advice 	2
	A35 Increase formal crossing opportunities on principle walking routes to schools	✓	✓	✓	<ul style="list-style-type: none"> Develop a Northern Beaches Council Active to School Program 	3 7

Time frames are indicative only - budget and resource dependent

4 = Park Assets, Planning, Design and Delivery
8 = Parks Operations

3 = Transport Network

7 = Roads and Maritimes Services

2 = Northern Beaches Council

6 = Rangers

1 = Capital Projects
5 = Place and Economic Development

Direction 4 Creating Walkable Neighbourhoods

Develop accessible, comfortable and safe active living areas that are linked via the pedestrian network, for recreation or exercise where pedestrians are the priority.

Pedestrian Priority

The Northern Beaches have diverse vibrant and unique destinations that include natural features, shopping strips, precincts and neighbourhood centres. Council wants people to walk freely in and around these destinations including on our streets, walkways, laneways and paths by providing comfortable, uncluttered, connected and well serviced places to walk. Enhancing destinations by improving the ability to walk in and around them will also help generate activity on our streets, making them more attractive places for people to spend time.

Goal 4.1

Provide a High-Level Pedestrian Priority in the Network to Pedestrian-Focused Areas

Connectivity

A well-planned walking network emphasises connectivity between places that are within convenient walking distances. The distance that people are willing to walk will vary between individuals and places and depends on the purpose and duration of the trip and activity. Connectivity can be both physical and visual and maximising these types of connections increases the attractiveness of walking over other transport modes.

In activity centres, a finer grain network of pedestrian routes will result in shorter and quicker walking trips for all users. Laneways, arcades, public open space and Shared Zones are some options that increase 'permeability'.

A focus of the Walking Plan will be to create walking networks to local schools and sportsgrounds.

Increasing Formal Crossing Opportunities

Pedestrian crossings provide a safe way for people to walk from one side of the road to the other. They provide vital links in the walking network and reduce walking distances. Where pedestrian volumes are high and there is a desire to encourage walking over vehicle use, there may be an opportunity to provide pedestrian priority crossings such as a marked foot crossing, traffic signals or a continuous footpath treatment.

There are locations where new crossings are needed and in some parts of the Northern Beaches, the distance between formal crossing points are too long, encouraging people to cross in unsafe locations.

Council will develop a prioritised list of locations for new pedestrian crossings and work with the RMS to install them.

10km/h Shared Zones

Shared Zones provide an environment where the road is shared by vehicles and pedestrians in a low speed environment.

Goal 4.2

Ensure the Accessibility of Walkable Places

Inclusive Pedestrian Spaces

Northern Beaches is a very walkable place. However, Council needs to build on this to make walking more accessible and inclusive of everyone, particularly for the elderly and those with mobility difficulties. We need to design walking infrastructure now to cater for future requirements. This includes priority for people walking, with good footpaths, easy connections, adequate lighting, places to stop, improved wayfinding, shade and seating.

“ I have children between the ages of 8 and 12 who do not qualify for a bus pass as we live too close yet there is no footpath along the street to make walking to school a safe option.”

Reviewing Signal Crossing Times for Pedestrians

Delays at signalised crossing locations can be a major deterrent to walking, particularly in activity centres, or crossing busy multi-lane roads. Waiting times can be significant and can deter many pedestrians crossing the road or lead to unsafe crossing behaviour. The main elements of traffic signals that affect pedestrians are waiting time and crossing times.

Pedestrians often become frustrated by long delays and may ignore the signals entirely and cross when they perceive the risk to be acceptable, rather than accept continued delay. Long traffic signal cycle times generally result in long wait times. Reduced cycle times could also have the effect of reducing the queues of pedestrians waiting on the corners of those intersections where footpath overcrowding is a problem during peak times of the day.

Signalised pedestrian crossings need to provide additional phase (walk) time to allow older pedestrians walking at slower speeds to complete their crossing, rather than being stranded in the middle of the road. This could be achieved by designing crossings to accommodate slower walking speeds (0.9 metres per second rather than 1.2 metres per second) or more efficiently by utilising sensor detection technology which can adjust the signal phasing in response to a slower pedestrian.

Goal 4.3

Provide Shaded and Comfortable Pedestrian Environments

Planning for Shade

Increasing the amount of shaded area is regarded as one of the most effective strategies to improve pedestrian comfort, especially through summer. Good urban design elements not only improve the street appeal but also provide valuable shade and comfort to pedestrians.

The quality of the street, its character and the level of pedestrian comfort are important factors that either encourage activity or hinder use. Tree-lined streets exemplify the traits of a quality streetscape – they are more pleasant, the temperature is cooler and pedestrian patronage is high.

In exceptional circumstances, Council may need to remove trees that are damaging the footpaths and services located underground, or which present a safety hazard to the community. If this occurs, then we aim to re-plant trees more suitable to the area.

Rest Opportunities in Major Activity Centres

Rest opportunities can serve several needs. The distance people are willing to walk generally increases where adequate rest opportunities exist such as seating, shade and water drinking facilities. Such facilities are particularly beneficial to seniors and children. Public toilets also enhance the capacity for pedestrians to travel further distances in a walking network.

Weather Protection in Major Activity Centres

Weather protection is a key element in increasing the amenity of the walking environment of a centre. Awnings along building frontages provide the main component of weather protection over footpaths in significant town centres. Council's Development Control Plans (DCP) requirements for awnings on new buildings in particular locations aim to expand the coverage of weather protection. However, there are many locations which do not have awnings and are unlikely to for decades until redevelopment occurs. An investigation of means to provide weather protection in the interim is needed. Covered walkways may provide an option in this respect; however, impacts on aesthetics and the creation of obstructions on the path to support such structures also needs to be considered.



Design for Pedestrians First	
Goal 4.4	
Places for People	<p>Planning which creates better connectivity, gives priority to pedestrians and ensures that businesses, parks, public transport and shops are located where people can easily reach them on foot.</p> <p>Considering pedestrians first (or pedestrian priority) in new developments and centre place-making will encourage walking by better connectivity, convenience and comfort and safety.</p>
Maintaining Pedestrian Access Through Building Activities	<p>The Northern Beaches have experienced considerable growth in the past few years, including development of new sites and redevelopment of others. It is inevitable that building works will cause some level of disruption to local traffic, parking and active transport. It is important, that safe and convenient access is provided for pedestrians around these sites without undue or lengthy diversions.</p> <p>Traffic Management Plans are required to be approved for all construction works and the plans adhered to, to ensure the safety of all road users (including those with mobility difficulties) and are maintained through the construction period. Council will ensure these plans are appropriately prepared and followed and that the footpath is reinstated after construction works are finished to the same or higher standard.</p>
Pedestrian Connectivity to, From and At Our Council Buildings	<p>Council provides many services to the community through libraries, community centres, customer service, aquatic centres and surf clubs.</p> <p>Improving the walking connections, along with end-of-trip facilities, to our Council buildings and public transport hubs will be a high priority for Council when we are planning our active travel connections.</p>

Action Summary Table Goal 4: Creating Walkable Neighbourhoods

Direction	Actions	Short Term 2020	Medium Term 2025	Long Term 2030	How Will We Do This	Responsible Business Unit
4.1 Provide a high-level pedestrian priority in the network to pedestrian focused areas	A36 Pedestrian integration and connectivity is a priority in the development of activity centres and urban villages	✓	✓	✓	<ul style="list-style-type: none"> Identify integration and connectivity through the development of PAMP's Work with internal partners to plan our future centres 	3 5 8
	A37 Provide the high-level of infrastructure to support pedestrians with activity centres and urban villages	✓	✓	✓	<ul style="list-style-type: none"> Identify infrastructure requirements through the development of PAMP's 	3
	A38 Use "places for people" elements to support high-quality walking environments	✓	✓	✓	<ul style="list-style-type: none"> Work closely with internal partners to achieve pedestrian outcomes 	3 5 8
4.2 Ensure the accessibility of walkable places	A39 Increase formal crossing opportunities including pedestrian priority crossings in areas of high pedestrian activity	✓	✓	✓	<ul style="list-style-type: none"> Identify locations through the development of PAMP's 	3 7
	A40 Ensure pedestrian spaces and routes are accessible to people of limited mobility and comply with DDA requirements	✓	✓	✓	<ul style="list-style-type: none"> Audit route accessible through the development of PAMP's Construct wider footpaths in areas of high demand 	3
	A41 Review signal crossing times near hospitals, aged care facilities and schools to provide sufficient crossing time for slower pedestrians	✓			<ul style="list-style-type: none"> Lobby Roads and Maritimes Services to upgrade signalised crossings Identify areas of concern through the development of PAMP's Identify locations for pedestrian countdown timers in our Strategic Centres 	3 7
4.3 Provide shaded and comfortable pedestrian environments	A42 Improve rest opportunities in key centres	✓			<ul style="list-style-type: none"> Identify seating and shade improvement opportunities through the development of PAMP's Work with internal partners to install and upgrade existing seating 	3 5 8
	A43 Improve weather protection in key centres and Council facilities	✓	✓		<ul style="list-style-type: none"> Identify seating improvements through the development of PAMP's Work with internal partners to improve weather protection in key centres and Council facilities 	1 2 3 5 8
4.4 Design for pedestrians first	A44 Provide walking and cycling connections to Council buildings and community centres	✓	✓		<ul style="list-style-type: none"> Ensure walking and cycling connections are included in the Walking Plan priority schedule and Bike Plan network 	3 4
	A45 Priority is given to walking access to, through and within new developments	✓	✓	✓	<ul style="list-style-type: none"> Work with internal partners to ensure the best come for pedestrians in new developments 	3 6 8

Time frames are indicative only - budget and resource dependent

3 = Transport Network
4 = Community, Arts and Culture
7 = Roads and Maritimes Services
8 = Strategic and Place Planning

1 = Community Centres Team
2 = Property
3 = Place and Economic Development
5 = Planning

Direction 5 Encouraging Walking

Promote walking as a means of improving transport movement, public transport access, public health, environmental quality and recreation, with the goal of increasing walking trips as a percentage of all travel in the Northern Beaches.

In addition to the physical pedestrian networks, there are several additional actions that Council can do to encourage and increase active travel.



Goal 5.1

Promote Walking

Advocate Walking

Council is committed to encouraging more people to be physically active more often and we recognise the importance of promoting and supporting environments that encourage walking for transport, recreation and health. The International Charter for Walking is a common policy reference that cities, organisations, neighbourhood groups and individuals can sign up to and encourage more every day walking and greater walkability. Council will reaffirm its commitment to the Charter.

Joint Promotional Campaigns

Council will work closely with the State Government to promote walking programs and initiatives, such as 'Walk Safely to School Day'. This can increase awareness of the pedestrian network and connection to public transport and other facilities close to work places. Council can support such initiatives by facilitating such events for its own staff and providing in-kind support for events in the wider community.

Other initiatives include support for local walking groups and Safe Routes To School Programs.

Mapping

Providing easy-to-access, reliable and relevant information is key to increasing walking. Not knowing where to find safe and convenient route information is a barrier for those who do not actively walk. Providing information across varying media platforms increases accessibility.

Another initiative is to develop and promote self-guided walks from public transport stops, as has been done with brochures promoting walks from some ferry wharves and the maps produced under the Sharing Sydney Harbour and Walking Coastal Sydney Programs.

Lead the Walking Journey

Council is the biggest employer on the Northern Beaches with over 1,800 employees and is in a strong position to lead the way when it comes to changing the way our people travel between work and home and around the Northern Beaches as part of their employment. This can be achieved by developing a staff travel plan which focuses on active and public transport travel. Initiatives such as E-bike salary sacrifice schemes and reward schemes for using public transport can be investigated further.

Goal 5.2

Partner with Local Schools to Encourage More Children Walking to School

Safe Routes to School

There are over 80 Government and private schools in the Northern Beaches. School pick-up and drop-off traffic is one of the biggest contributors to road congestion in New South Wales and the Northern Beaches. According to the NSW Bureau of Transport Statistics⁹, there are 1.12 million daily trips in the Northern Beaches, of which 84,180 trips (7 percent) are associated with trips to schools and child care. According to the data, the average trip distance to schools in the Northern Beaches is around four kilometres.

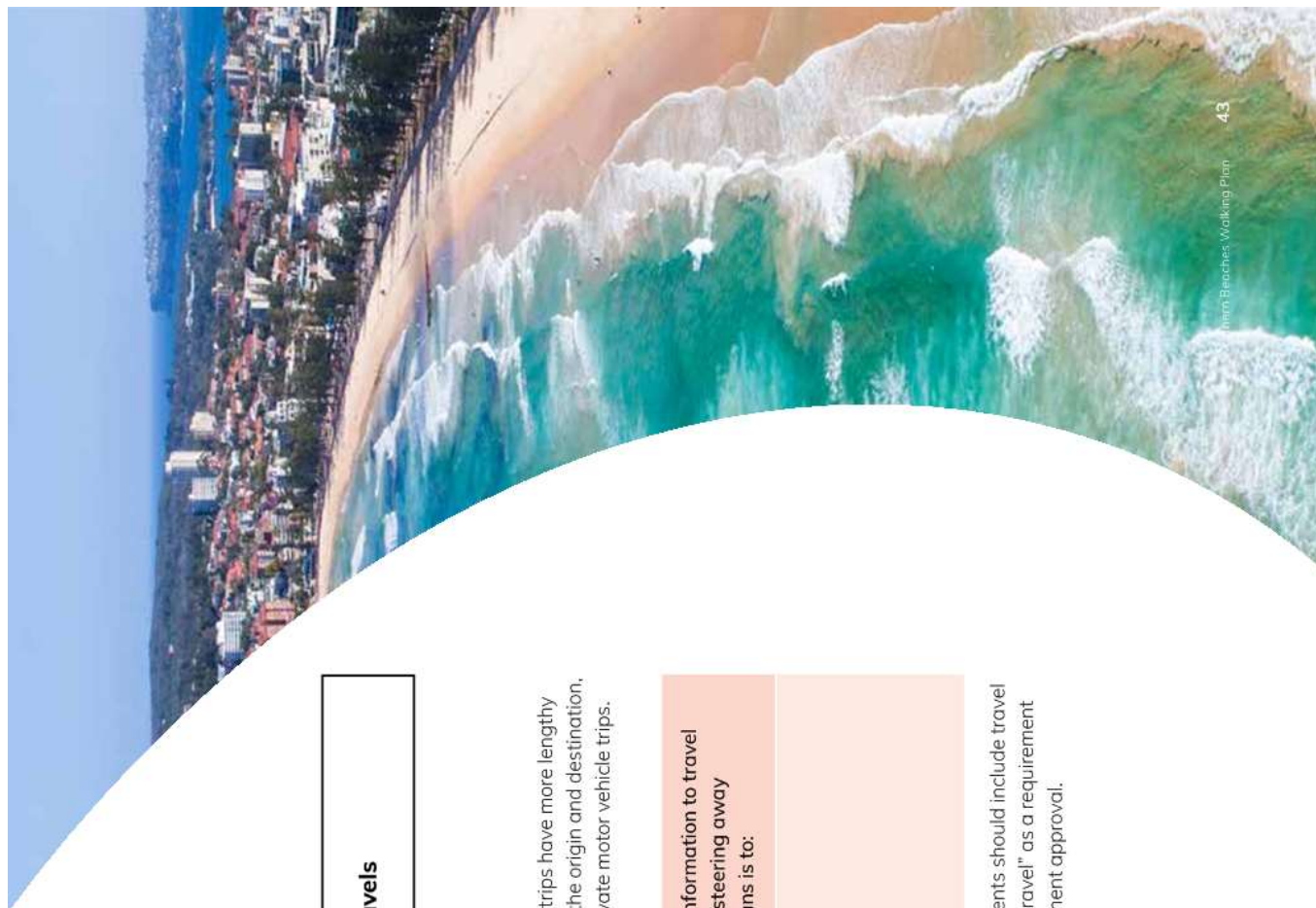
The NSW Active to School Charter established by the NSW Office of Preventative Health outlines a number of strategies to increase children's active travel to school.

Many factors, real or perceived, inhibit children walking to and from school. Many parents believe that their children live in environments that are more dangerous than in previous years. This results in some parents being reluctant to let their children go to places independently, due to fears of crime and of dangerous traffic, which reinforces children's dependence on other means of transport and restricts their mobility. An increase in the number of both parents working has also changed the way that children travel to school. Such trends have a cumulative effect, particularly when parental concerns lead to more parents driving their children to school, resulting in increased traffic and parking congestion.

When identifying safe routes to school, Council needs to consider not only the footpath network, but a number of other aspects including:

- Traffic volumes on roads around schools
- Number of pedestrian crossing points
- Existing road infrastructure
- School 'Stop, Kiss and Leave' Zones
- Passive surveillance
- School entry locations or potential new entry locations
- School and local bus stop locations

⁹ Transport for NSW Household Travel Survey (HTS), Northern Beaches LGA, 21/06/17



Goal 5.3

Encourage Walking Trips as Part of Our Daily Travels

Travel Planning

Making available information on the range of transport options aside from the private motor vehicle will significantly encourage walking, albeit indirectly.

Public transport trips have more lengthy walking trips at the origin and destination, compared to private motor vehicle trips.

Travel plans provide residents and visitors with the tools and information to travel to and from the destination using different types of transport, steering away from dependency on the private car. The main aim of travel plans is to:

- Reduce the number of residents and their visitors driving
- Reduce the kilometres travelled by car
- Outline current travel patterns and transport facilities
- Provide targets for travel and actions to achieve these goals

Council can support businesses in the development of travel plans, by providing background information on accessible transport, footpaths and shared paths and public transport routes and stops.

Major developments should include travel plans or "green travel" as a requirement of their development approval.

Action Summary Table Goal 5: Encouraging Walking

Direction	Actions	Short Term 2020	Medium Term 2025	Long Term 2030	How Will We Do This	Responsible Business Unit
5.1 Promote walking	A46 Continue advocating to key partners, including the State Government on walking issues, specially improving pedestrian safety, to realise the goals and actions of this Walking Plan	✓	✓	✓	<ul style="list-style-type: none"> Continue to apply for RMS Active Transport Grant Funding for pedestrian facilities, behaviour change campaigns and the development and implementation of PAMPs 	3 5
	A47 Develop Travel Access Guides and use Apps to provide assistance in wayfinding and route information	✓	✓		<ul style="list-style-type: none"> Develop route information for areas of high pedestrian activity Promote the use of Apps to the community, in particular to older members of our community 	4 6 8
	A48 Develop a Northern Beaches Active to School initiative to encourage walking and cycling to school	✓			<ul style="list-style-type: none"> Engage with local schools and P&C committees to develop an Active To School Guide 	3
5.2 Partner with local schools to encourage more children walking to school	A49 Establish safe walking routes to all schools to encourage walking	✓			<ul style="list-style-type: none"> Continue to ensure footpath networks to schools are of a high priority in the Walking Plan 	3
	A50 Support and encourage walk to school initiatives, such as Walking Bus Programs	✓			<ul style="list-style-type: none"> Continue to apply for RMS Active Transport Grant Funding to implement Active To School initiatives 	3
	A51 Develop a Northern Beaches Council Work Place Travel Plan	✓			<ul style="list-style-type: none"> Develop a Northern Beaches Council Work Place Travel Plan 	1 2 3
5.3 Encourage walking trips as part of our daily travels	A52 Support businesses in developing Travel Plans for employees	✓			<ul style="list-style-type: none"> Use the Northern Beaches Council Work Place Travel Guide as an example to local business Provide guidance to local businesses 	2 3 4 7
	A53 Ensure end-of-trip facilities for pedestrians and cyclists are provided in all new commercial developments	✓	✓	✓	<ul style="list-style-type: none"> Plan for pedestrian and cycling facilities in all new developments as the highest priority Lead by example and ensure all future Council buildings, carparks and facilities are of a high standard 	3 4 6

Time frames are indicative only - budget and resource dependent

4 = Place and Economic Development

3 = Transport Network

2 = Transport for NSW

1 = Human Resources

8 = Northern Beaches Council

7 = Local Business Chambers

6 = Strategic and Place Planning

5 = Roads and Maritime Services



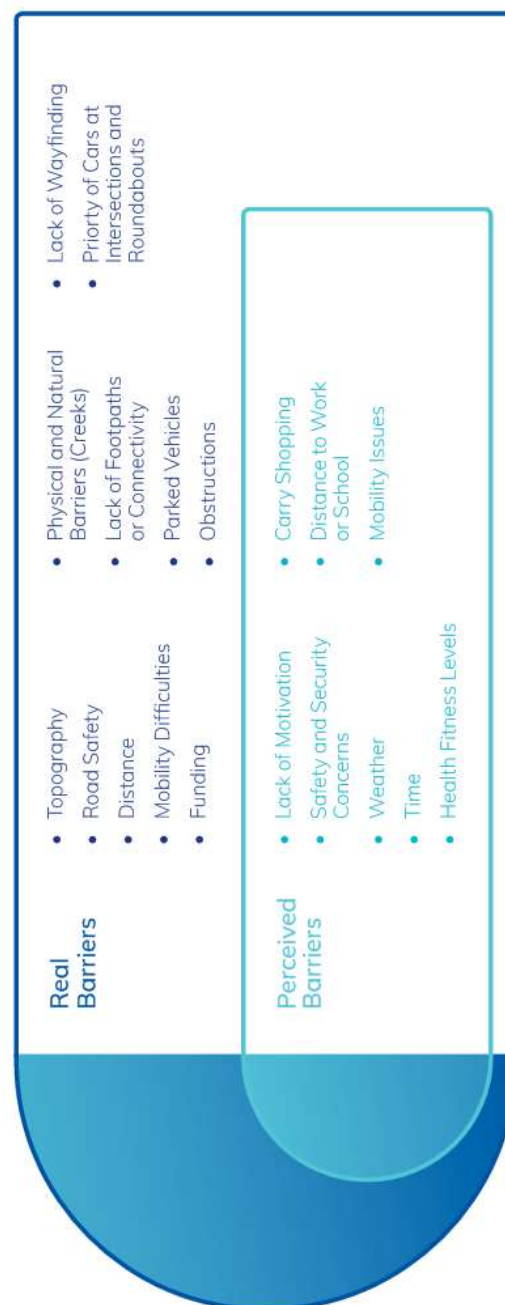
“ For the elderly, children and anyone with a disability footpaths are a necessity for walking in a safe environment. ”



Walking Challenges

We need to move away from our dependency on cars and embrace walking, cycling and public transport. This requires a significant change in travel behaviour, as well as the provision of more accessible centres, villages and employment nodes.

Real and Perceived Barriers to Walking





Accessible and safe pedestrian routes will also be important as the population ages. Our infrastructure has to accommodate increasing numbers of people who are less mobile and need assisted transportation options. There are also competing needs between those who choose active modes of travel, including pedestrians, rollerblading, skateboarding, scooters and cyclists.

There are many missing links in footpath and cycle-way networks and limited off-road connections between Northern Beaches communities. Regional linkages, such as between Dee Why and Chatswood, are needed for pedestrian and cyclists to get around.

There are several real and perceived barriers to walking, as illustrated in Table 1.

Many of these real and perceived safety concerns were raised by the community and define the challenges for walking in the Northern Beaches. The Walking Plan goal and objectives form the basis for how Council will achieve its vision for walking and address these challenges.

Well designed, separated and pleasant walking and cycling routes are important to provide active travel alternatives to cars and public transport. Active travel brings health, wellbeing and liveability benefits to the community. It is also important for the economic viability of local centres and villages, helping reduce traffic congestion and improving environmental sustainability.

In order to make the Northern Beaches a great place to walk, Council will need to expand the current footpath network to better connect people and places, including public transport hubs. This supports social connections for young families, the elderly and people with accessibility or mobility concerns.

Development of both dedicated off-road cycle networks and shared paths is also critical to the expansion of the Active Travel Network. The Narrabeen Lagoon Trail provides a dedicated recreational walking and cycleway that connects to other shared paths in Narrabeen, Cromer and Dee Why.

Community neighbourhoods that support and enable more walking and cycling and integrate all modes of travel help improve commuting and general connectivity. By creating more direct walking and cycling routes to popular destinations, improving footpath quality, installing kerb ramps, end-of-trip facilities, traffic calming and better signage, we can make our streets safer and accessible for pedestrians.

To improve the walking and cycling network, Council will continue to partner with the State Government to deliver active travel improvements.

“ Residents are unable to walk on the unpaved footpath in most areas because of rough terrain so are forced to walk in the gutter or on the road. It is very dangerous and impossible for disabled seniors to access the bus stops.”



Stairs

Not all areas suit the construction of a footpath due to the landscape of the area. When this occurs, we need to look at using stairs to link pathways and to connect footpaths. Stairs must be compliant with relevant building standards, including consistent step heights, railings, landings and non-slip surfaces.

While stairs are not ideal for all users, especially parents with prams and mobility users, they are only used when there is no other available opportunity to connect the network. In some cases, we may use ramps, but these are difficult to include in a walking network due to topographic issues.

Shared Paths

The Northern Beaches has an expansive shared path network which is used by pedestrians and cyclists. On shared paths pedestrians have the right-of-way, but are expected to keep left to allow other users, including cyclists, to pass them.

Shared paths are often the cause of conflict between pedestrians and cyclists, especially in high-use areas such as the Narrabeen Lagoon Trail. The success of shared paths depends on etiquette between pedestrians and cyclists.

Council works to deliver 'share the path' information to users through signage, social media campaigns and cycling workshops.

Other Challenges Include:

- An ageing population which will increase the need for an accessible and connected pedestrian network
- More and more children are travelling to school by vehicle
- The expansion of the footpath network is reliant on Council funding the footpath budget each year in its Delivery Program and Budget
- The topography of the Northern Beaches can make it difficult to construct footpaths in many streets
- Vehicles parked on nature strips or on driveways prevent pedestrian access, with or without a footpath
- Vegetation growing over footpaths prevents access and limits visibility
- Parked cars reduce visibility between drivers and pedestrians



Walking Supports Our Strategies

Northern Beaches Council Community Strategic Plan

The Northern Beaches Council Community Strategic Plan is Council's roadmap for the future of the Northern Beaches. It defines the community's vision and sets a direction for everything we must do over the next decade to make the vision a reality.

The Plan sets out the community's goals and strategies to achieve eight identified outcomes. Goals relating to the transport network and this Walking Plan are:

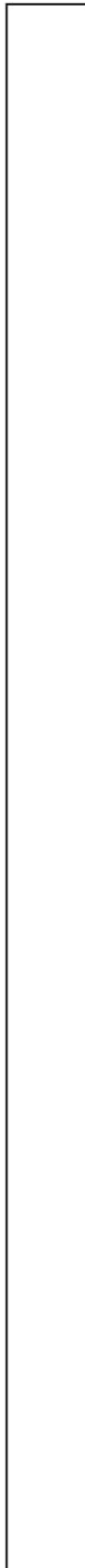
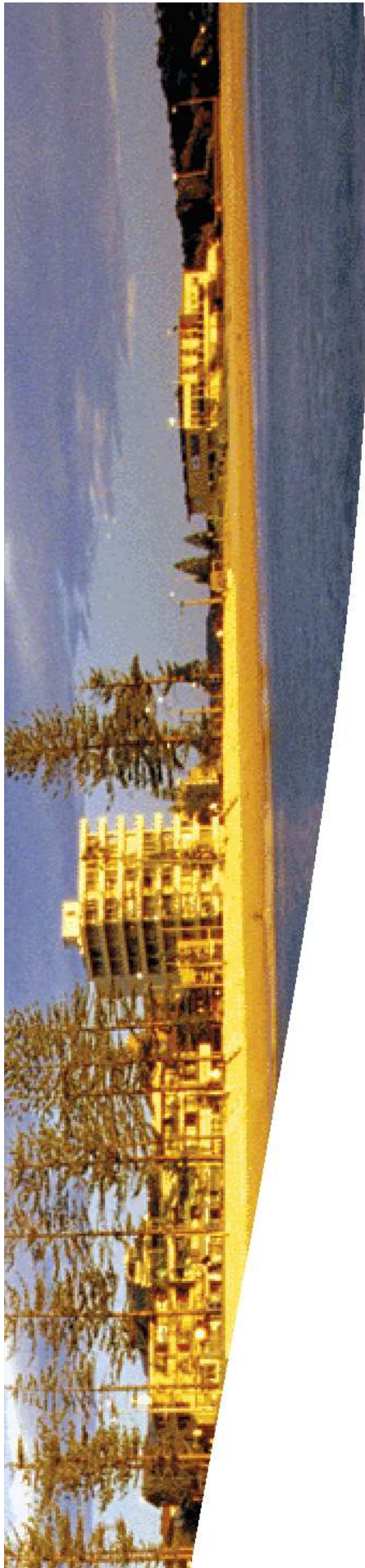
Goal 16

Our Integrated Transport Networks Meet the Needs of Our Community

Strategies:		
16a	Advocate for improved transport options and networks	16c
Ensure transport planning is integrated with land use planning and takes account of emerging technologies		16d
16c	Facilitate and promote safe transport options that reduce car-based commuter travel	Maintain and enhance roads and road-related infrastructure.



Goal 17	Our Community can Safely and Efficiently Travel within and Beyond Northern Beaches
<div>Strategies:</div> <div> <div>17a</div> <div>Improve public transport options and connectivity to better meet our community's travel needs</div> </div> <div> <div>17b</div> <div>Facilitate and promote safe cycling and walking networks as convenient transport options</div> </div> <div> <div>17c</div> <div>Improve parking options in centres, villages and places</div> </div>	<div>Move – Northern Beaches Transport Strategy</div> <p>The Northern Beaches Transport Strategy outlines six Active Travel Future Directions to achieve our objective to expand the footpath and shared path networks. This will improve connectivity and safety that makes walking and cycling attractive alternatives to the car and to provide a safe environment, both on and off-road for all users and the end-of-trip facilities to make it a realistic option for commuting.</p> <div>Other strategies which will influence walking are:</div> <ul style="list-style-type: none"> Northern Beaches Environment Strategy Northern Beaches Housing Strategy Northern Beaches Disability Inclusion Action Plan



Northern Beaches Council Disability Action Plan

Northern Beaches Council is committed to ensuring that our communities are accessible and inclusive and are working towards making this a reality through a series of actions that make living and working on the Northern Beaches an enjoyable and equitable experience. The Disability Inclusion Action Plan (DIAP) is committed to improving access and inclusion through four key focus areas:



Walking Supports Wider Strategies

NSW Government

- Greater Sydney Commission - North District Plan
- Future Transport 2056
- NSW Planning - A Plan for Growing Sydney
- NSW Office of Preventative Health - NSW Active Travel Charter for Children
- NSW Government Architect - Better Placed
- Premier Councils for Active Living
- NSW Road Safety Plan 2021

How We Will Prioritise Our Footpath Network

It is important to have established criteria so we can plan our footpath schedule, in order to prioritise and deliver footpaths in areas where they are most needed.

This Walking Plan provides the opportunity to develop a consolidated and consistent evaluation of footpath priority that is informed by community views and priorities.

Prioritisation Methodology

A mapping-based prioritisation tool has been developed that assesses each footpath request against established criteria and ranks all the proposed paths based on the weighted criteria.

The intent is to maximise the use of quantitative data over qualitative data to provide a consistent and fairer way of prioritising our footpath schedule.

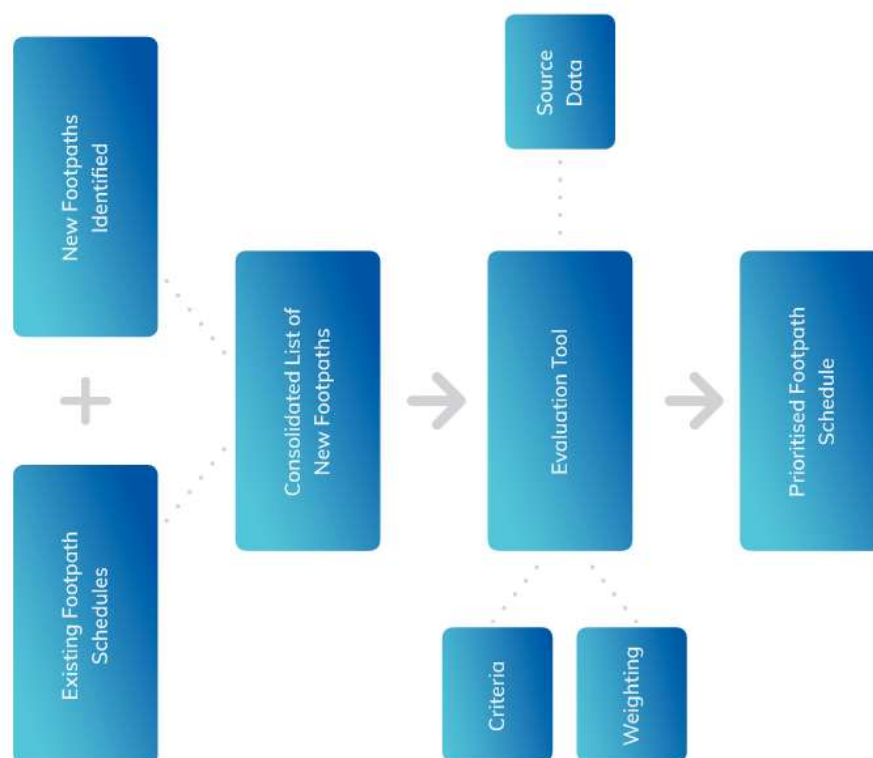


Figure 1: Footpath Prioritisation Methodology

Prioritisation Criteria

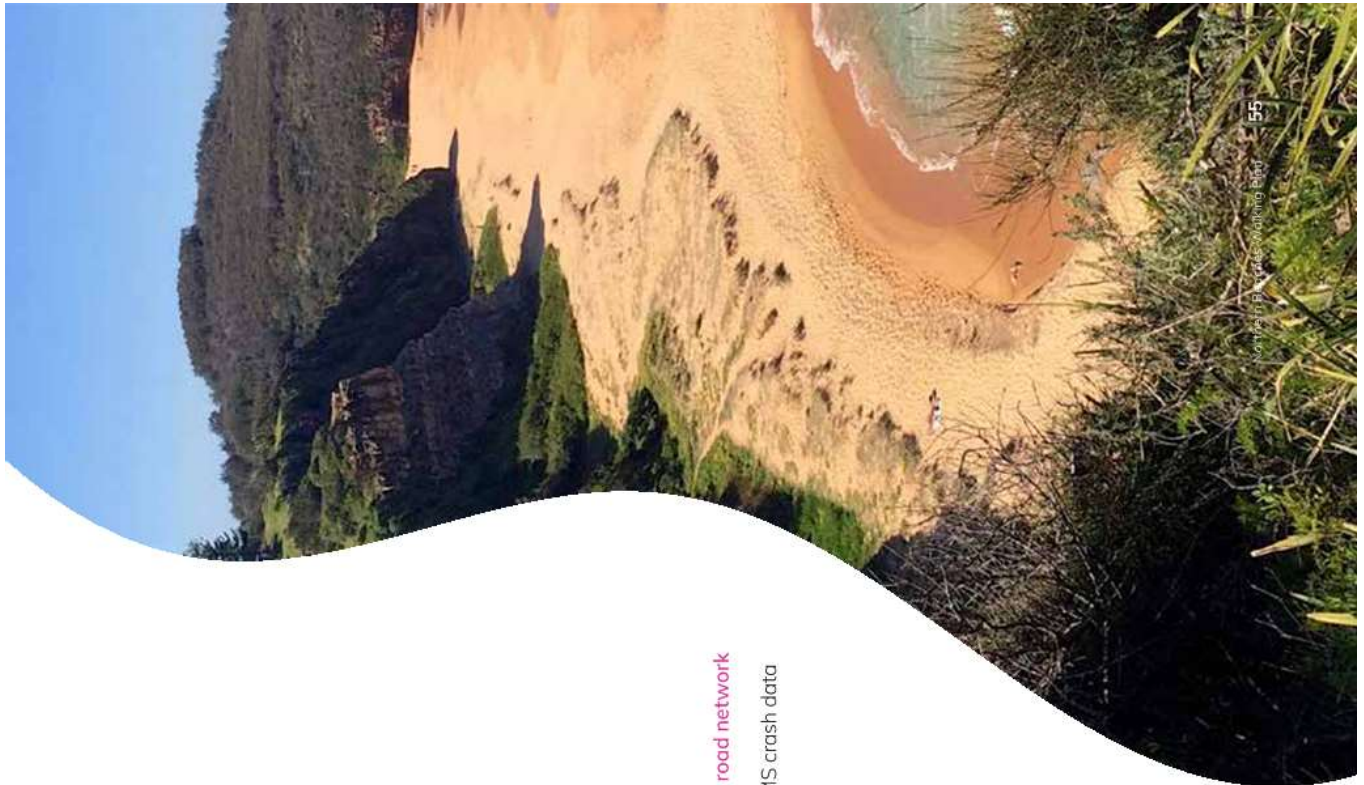
The prioritisation criteria takes into consideration the former Council's criteria, RMS Pedestrian Access and Mobility Plan guidelines and what you have told us through the community engagement process.

The primary criteria and scoring relates to six key categories, as follows:

- | | |
|--|--|
| • Land-use | • Traffic impact (road hierarchy) |
| • Safety | • Pedestrian demand |
| • Continuity (i.e. completing missing links) | • Proximity to public transport routes |



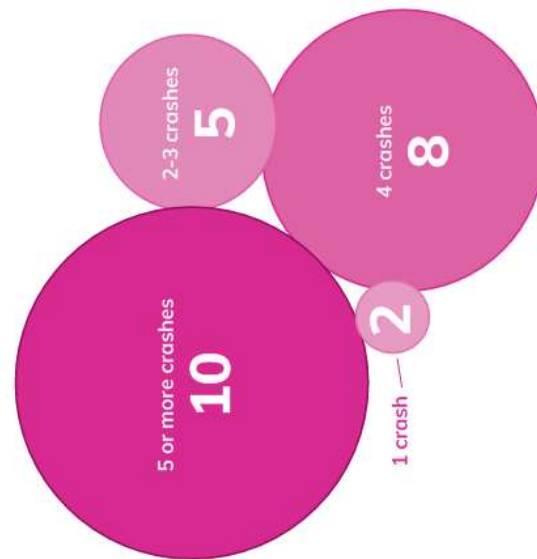




Safety

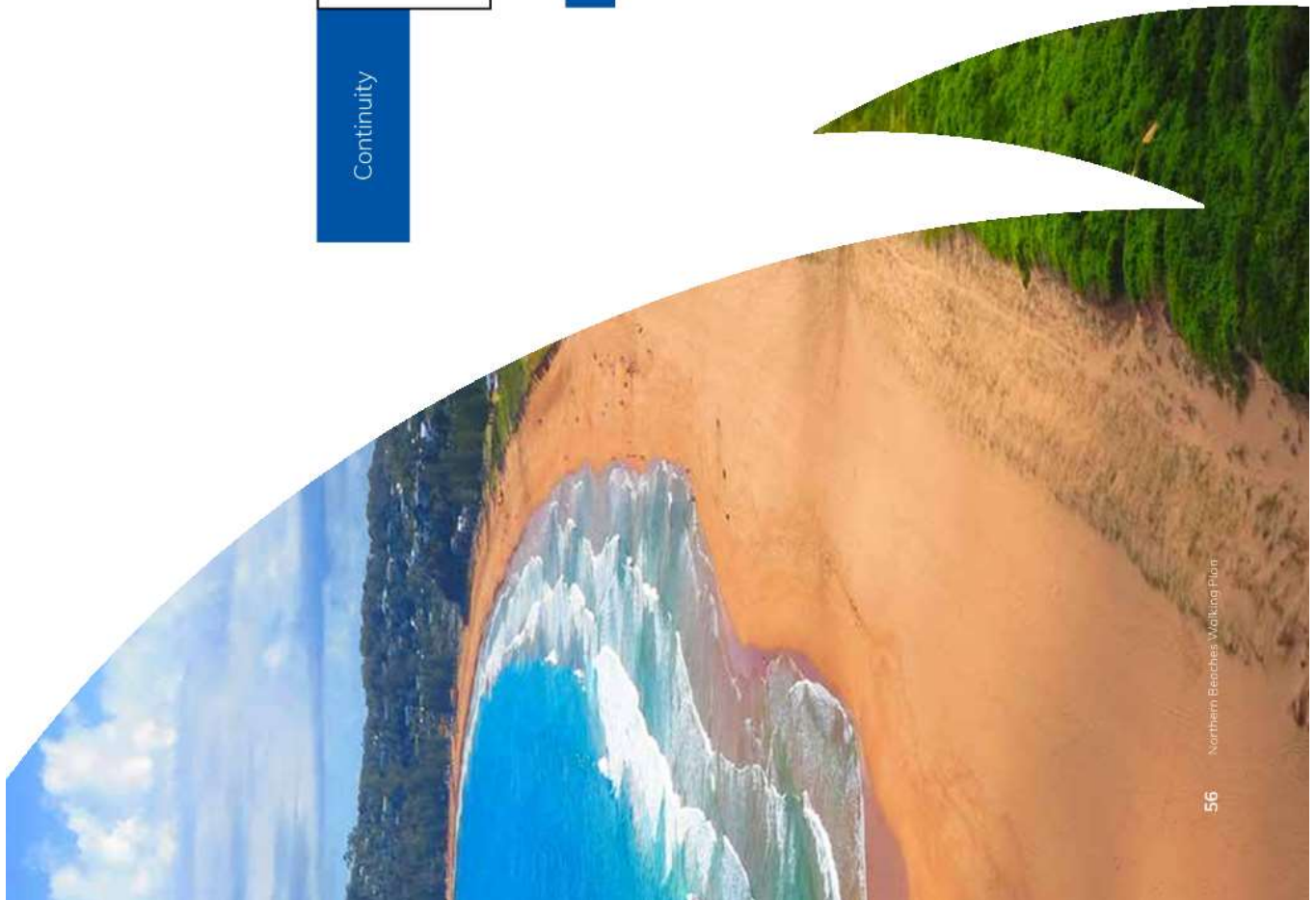
Identified hazardous areas for pedestrians is assessed through RMS crash data where pedestrians have been involved. The criteria considers the number of pedestrian-related crashes within 100 metres of the footpath.

Safety



How safe is the road network

- Review of RMS crash data



Continuity

Continuity scores footpaths that close missing links or continue from existing footpaths to complete the footpath network. Completing missing links was also identified as a key theme from the community engagement.

Continuity

Does the footpath
provide a connection?

- Close missing links
- Continue from existing footpath

Extension of
footpath

5

Link up footpath
10



Proximity to Public Transport Routes	Value of proposed footpaths proximity to key public transport hubs and line-haul public transport routes, such as ferry terminals and B-Line Bus stops.
--	---

Public Transport



Support public transport: Does this footpath connect to public transport?

- B-Line transport hub
- Ferry wharf
- Local bus network

We will aim to deliver walking and cycling networks using the following road hierarchy.

Road Type	
State Road	<ul style="list-style-type: none"> • Active travel network • Desirable 1.5 metre footpath one side - 3.0 metre hared path one side • OPTIMAL – 3.0 metre shared path both sides
Regional Road	<ul style="list-style-type: none"> • 1.5 metre footpath one side • 3.0 metre shared path one side
Arterial	<ul style="list-style-type: none"> • Desirable 1.5 metre footpath one side • 3.0 metre shared path one side
Primary Collector	<ul style="list-style-type: none"> • Desirable 1.5 metre footpath both sides ≤ 50km/h
Local Collector	<ul style="list-style-type: none"> • Desirable 1.5 metre footpath one side ≤ 50km/h
Local Access	<ul style="list-style-type: none"> • Desirable 1.5 metre footpath one side ≤ 50km/h
Cul de sac 1	<ul style="list-style-type: none"> • Desirable 1.5 metre footpath one side - must provide a connection to a reserve, pathway or significant destination. Consideration may also be given if the cul de sac is more than 200 metres long
Cul de sac 2	<ul style="list-style-type: none"> • No footpath construction - future potential shared zone = 20km/h

Table 1: Road hierarchy

Monitoring The Walking Plan

It is essential that we monitor and review our progress towards the directions and actions outlined in the Northern Beaches Walking Plan.

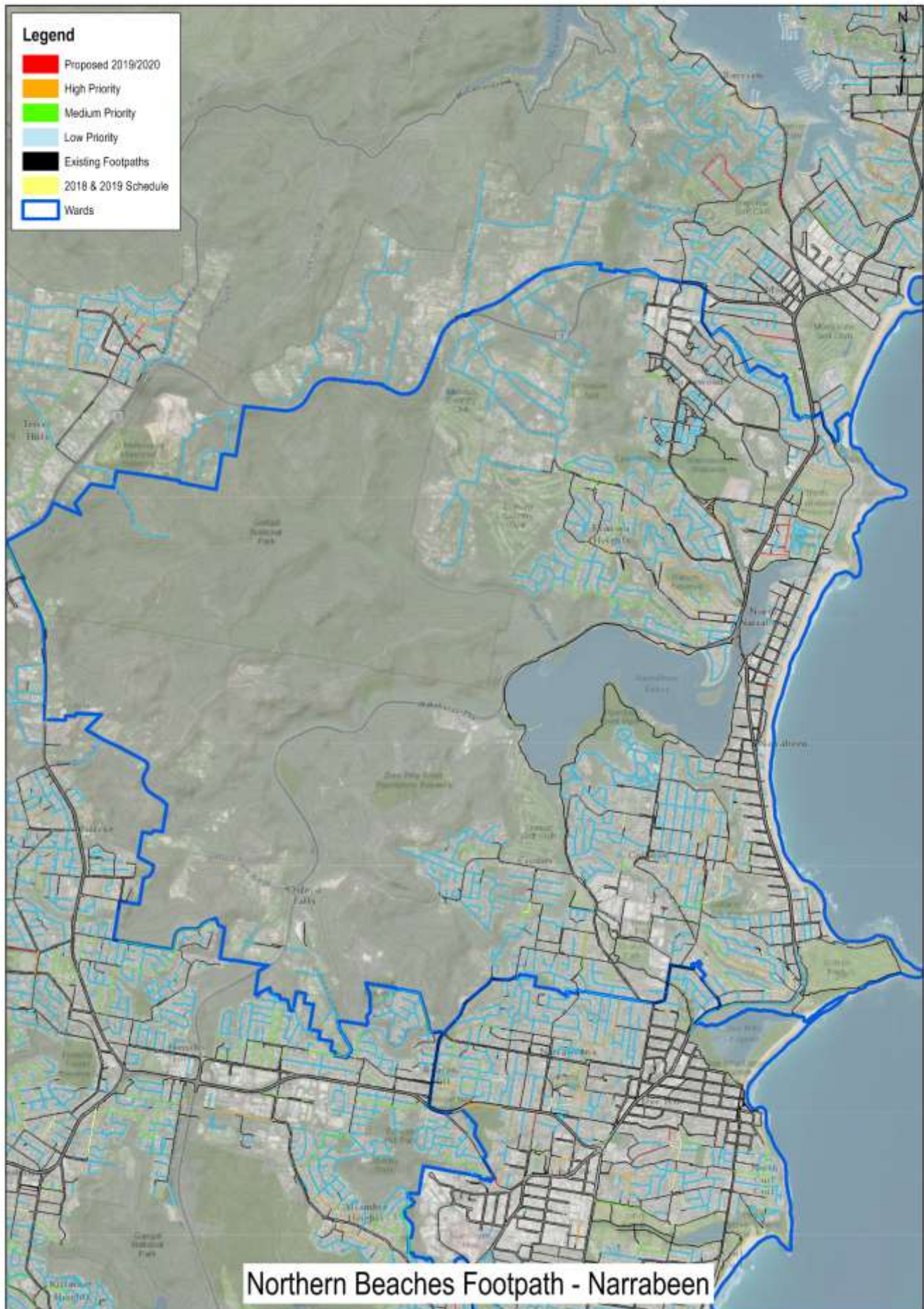
Northern Beaches Council will:













Draft 2019/20 Program	Street Name	Suburb	Starting Point	End Point	Description	Attractions and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Score	Walking Plan Score	Total Score Scaled
1 Draft 2019/20 Program	Park Street	Mona Vale	Scrubby Gum Lane	Keenan Street	Construct a 1.5m footpath in Park Street on the southern side between Keenan Street and Scribbly Gum Lane	10	10	8	5	10	8	6	57
2 Draft 2019/20 Program	The Boulevarde	Newport	Ties to Existing at The Boulevarde	Myola Road	Construct a 1.5m footpath in The Boulevarde on the southern side between Ties to Existing at The Boulevarde and Myola Road	10	5	0	5	10	0	6	36
3 Draft 2019/20 Program	Quirk Street	Dee Why	Tango Avenue	Quirk Street	Construct a 1.5m footpath in Quirk Street on the northern side between Tango Avenue and Quirk Street	10	10	0	5	10	0	6	41
4 Draft 2019/20 Program	Burchmore Road	Marilyn Vale	Quirk Road	Kenneth Road	Construct a 1.5m footpath in Burchmore Road on the northern side between Quirk Road and Kenneth Road	10	8	5	5	10	8	6	52
5 Draft 2019/20 Program	Serpentine Crescent	North Balgowlah	Serpentine Crescent	Balgownie Street	Construct a 1.5m footpath in Serpentine Crescent on the southern side between Serpentine Crescent and Balgownie Street	10	10	0	8	10	8	6	52
6 Draft 2019/20 Program	Albert Street	Narrabeen	Narrabeen Lions Park	Ocean Street	Construct a 1.5m footpath in Albert Street on the southern side between Narrabeen Lions Park and Ocean Street	10	10	5	5	5	8	8	51
7 Draft 2019/20 Program	Avalon Parade	Avalon Beach	Barrenjoey Road	Surfside Avenue	Construct a 1.5m footpath in Avalon Parade on the southern side between Barrenjoey Road and Surfside Avenue	10	8	10	5	10	0	6	49
8 Draft 2019/20 Program	Berry Avenue	North Narrabeen	Collins Street	Pittwater Road	Construct a 1.5m footpath in Berry Avenue on the southern side between Collins Street and Pittwater Road	10	8	5	0	10	10	6	49
9 Draft 2019/20 Program	Hayes Street	Balgowlah	Condamine Street	Roseberry Street	Construct a 1.5m footpath in Hayes Street on the northern side between Condamine Street and Roseberry Street	10	8	0	5	10	10	6	49
10 Draft 2019/20 Program	Mildred Avenue	Marilyn Vale	Link Street	Kenneth Road	Construct a 1.5m footpath in Mildred Avenue on the southern side between Link Street and Kenneth Road	10	10	0	5	10	8	6	49

High Priority	Street Name	Suburb	Starting Point	End Point	Description	Attractors and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Score	Walking Plan Score	Total Score	
11	Draft 2019/20 Program	Turrametta Street	Mona Vale	Turrametta Street	Elimatta Road	Construct a 1.5m footpath in Turrametta Street on the northern side between Pitwater Road and Elimatta Road	10	8	0	5	10	8	6	47
12	Draft 2019/20 Program	Serpentine Cres	North Balgowlah	Existing Path	Serpentine Cres	Construct a 1.5m footpath in Serpentine Cres on the southern side between 27 Serpentine Cres and 37 Serpentine Cres	10	8	0	5	10	8	6	47
13	Draft 2019/20 Program	Link Street	Marilyn Vale	Sunshine Street	Mildred Avenue	Construct a 1.5m footpath in Link Street on the western side between Sunshine Street and Mildred Avenue	10	8	0	5	10	8	6	47
14	Draft 2019/20 Program	Lake Park Road	North Narrabeen	Walsh Street	Pitwater Road	Construct a 1.5m footpath in Lake Park Road on the northern side between Walsh Street and Pitwater Road	10	10	0	5	5	10	6	46
15	Draft 2019/20 Program	Barrenjoey Road	Avalon Beach	Central Road	Avalon Parade	Construct a 1.5m footpath in Barrenjoey Road on the eastern side between Central Road and Avalon Parade	10	10	8	0	10	0	8	46
16	Draft 2019/20 Program	Gloucester Street	North Balgowlah	Tie into existing footpath along Blyth Road	Construct a 1.5m footpath in Gloucester Street on the northern side between Mores Road and Blyth Avenue	10	10	5	5	10	0	6	46	
17	Draft 2019/20 Program	Baconfield Street	Newport	Baconfield Street	Baconfield Street	Construct a 1.5m footpath in Baconfield Street on the southern side between 68 Baconfield Street and 71 Baconfield Street	8	10	5	5	10	0	8	46
18	Draft 2019/20 Program	Baconfield Street	Newport	Crescent Street	Baconfield Street	Construct a 1.5m footpath in Baconfield Street on the southern side between Crescent Street and 11 Baconfield Street	8	10	5	5	10	0	6	44
19	Draft 2019/20 Program	Smith Avenue	Albion Heights	Peronne Parade	Fairbourne Road	Construct a 1.5m footpath in Smith Avenue on the eastern side between Peronne Parade and Fairbourne Road	10	10	5	5	10	0	6	46
20	Draft 2019/20 Program	Annam Road	Bayview	Cabbage Tree Road	Annam Road	Construct a 1.5m footpath in Annam Road on the eastern side between Cabbage Tree Road and Annam north of retirement village eastern entrance	10	5	0	5	10	0	6	46
21	Draft 2019/20 Program	Annam Road	Bayview	Annam Road	Annam Road	Construct a 1.5m footpath in Annam Road between retirement village entrances	10	5	0	5	10	0	6	46
22	Draft 2019/20 Program	Annam Road	Bayview	Annam Road	Cabbage Tree Road	Construct a 1.5m footpath in Annam Road on the eastern side between Cabbage Tree Road and Annam north of retirement village western entrance	10	5	0	5	10	0	6	46
23	High Priority	Pitwater Road	Bayview	Cabbage Tree Road	Ties to Existing	Construct a 1.5m footpath in Pitwater Road on the western side between Cabbage Tree Road and Pitwater Road	8	10	0	10	10	0	6	44
24	High Priority	Dandenong Road	Terry Hills	Cowang Avenue	Boonale Road	Construct a 1.5m footpath in Dandenong Road on the eastern side between Cowang Avenue and Boonale Road	10	5	5	8	10	0	6	44
25	High Priority	Alfred Road	Narrabeena	Warrigah Road	Cul-de-Sac	Construct a 1.5m footpath in Alfred Road on the eastern side between Warrigah Road and Alfred Road Cul-de-Sac	10	8	5	5	10	0	6	44
26	High Priority	Patey Street	Dee Why	Delmar Parade	Cul-de-Sac	Construct a 1.5m footpath in Patey Street on the eastern side between Delmar Parade and Patey Street Cul-de-Sac	10	8	0	5	5	8	8	44
27	High Priority	Dalley Street	Quenscliff	Ties to Existing at Dalley Street	Oliver Street	Construct a 1.5m footpath in Dalley Street on the northern side between Ties to Existing at Dalley Street and Oliver Street	10	5	0	5	10	8	6	44
28	High Priority	Avalon Parade	Avalon Beach	Avalon Parade	Avalon Parade	Construct a 1.5m footpath in Avalon Parade on the southern side between 70 Avalon Parade and 50 Avalon Parade	10	8	0	8	10	0	8	44

High Priority	Street Name	Suburb	Starting Point	End Point	Description	Attractions and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Score	Walking Plan Prior	Total Score Scaled
29 High Priority	Pitt Street	Balgowlah	Existing Path	Balgowlah Road	Construct a 1.5m footpath in Pitt Street on the western side between Pitt Street and Balgowlah Road	10	5	0	5	10	8	6	44
30 High Priority	Balcon Hill Road	Balcon Hill	Ryan Place	Conrad Road	Construct a 1.5m footpath in Balcon Hill Road on the southern side between Ryan Place and Conrad Road	10	10	0	8	10	0	6	44
31 High Priority	Garden Street	North Narrabeen	Neuna Street	The Crescent	Construct a 1.5m footpath in Garden Street on the southern side between Neuna Street and The Crescent	10	8	0	8	10	0	6	42
32 High Priority	Walworth Avenue	Newport	Barrenjoey Road	Bushangers Hill	Construct a 1.5m footpath in Walworth Avenue on the southern side between Barrenjoey Road and Bushangers Hill	8	8	5	5	10	0	6	42
33 High Priority	Serpentine Cres	North Balgowlah	Existing Path	Daisy Street	Construct a 1.5m footpath in Serpentine Cres on the eastern side between 37 Serpentine Cres and 63A Serpentine Cres	10	8	0	5	5	8	6	42
34 High Priority	Urunga Street	North Balgowlah	Clontarf Street	Taree Avenue	Construct a 1.5m footpath in Urunga Street on the southern side between Clontarf Street and Taree Avenue	10	8	0	8	10	0	6	42
35 High Priority	Glen Street	Belfrage	Pirngie Avenue	Glenrose Place	Construct a 1.5m footpath in Glen Street on the southern side between Pirngie Avenue and Glenrose Place	10	6	5	8	5	0	6	42
36 High Priority	Dress Circuit Road	Avoca Beach	Old Barrenjoey Road	Bellevue Avenue	Construct a 1.5m footpath in Dress Circuit Road on the southern side between Old Barrenjoey Road and Bellevue Avenue	10	10	0	5	10	0	6	41
37 High Priority	Belahna Avenue	Terry Hills	McCams Creek Road	Dandenong Road	Construct a 1.5m footpath in Belahna Avenue on the southern side between McCams Creek Road and Dandenong Road	10	5	0	10	10	0	6	41
38 High Priority	Aquatic Drive	Alambie Heights	Alambie Road	Ties to Proposed at Aquatic Drive	Construct a 1.5m footpath in Aquatic Drive on the southern side between Alambie Road and Aquatic Drive	10	10	0	5	10	0	6	41
39 High Priority	Ethel Avenue	Brookvale	Miles Street	Ties to Existing at Ethel Avenue	Construct a 1.5m footpath in Ethel Avenue on the eastern side between Miles Street and 10 Ethel Avenue	10	10	0	5	10	0	6	41
40 High Priority	Federal Parade	Brookvale	Alfred Road	Ties to Existing at Federal Parade	Construct a 1.5m footpath in Federal Parade on the southern side between Alfred Road and ties to Existing at Federal Parade	10	10	0	5	10	0	6	41
41 High Priority	Wyadra Avenue	Freshwater	Ties to Existing at Wyadra Avenue	Foam Street	Construct a 1.5m footpath in Wyadra Avenue on the southern side between Ties to Existing at Wyadra Avenue and Foam Street	10	10	0	5	10	0	6	41
42 High Priority	Forest Way	Belfrage	Forest Way	Forest Way	Construct a 1.5m footpath in Forest Way on the eastern side between existing path to the south on Forest Way and existing path to the north on Forest Way	10	10	0	5	10	0	6	41
43 High Priority	Terrigal Road	Terry Hills	Myocora Road	Tamr Avenue	Construct a 1.5m footpath in Terrigal Road on the southern side between Myocora Road and Tamr Avenue	10	10	0	5	10	0	6	41
44 High Priority	Taree Avenue	North Balgowlah	Corambal Street	Woodgonga Street	Construct a 1.5m footpath in Taree Avenue on the eastern side between Corambal Street and Woodgonga Street	10	10	0	5	10	0	6	41
45 High Priority	Gibbs Lane	Manly Vale	Quintan Parade	King Street	Construct a 1.5m footpath in Gibbs Lane on the western side between Quintan Parade and King Street	10	10	0	5	10	0	6	41
46 High Priority	Loch Street	Freshwater	Wyadra Avenue	Wyndora Avenue	Construct a 1.5m footpath in Loch Street on the eastern side between Wyadra Avenue and Wyndora Avenue	10	10	0	5	10	0	6	41

	High Priority	Street Name	Suburb	Starting Point	End Point	Description	Attractions and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Score	Walking Plan Prior	Total Score Scaled	
	47	High Priority	Makim Street	North Curl Curl	Calder Street	Albott Road	Construct a 1.5m footpath in Pittwater Road on the southern side between Lough Valley Road and 1623 Pittwater Road	10	10	0	5	10	0	6	41
	48	High Priority	Makim Street	North Curl Curl	Headland Road	Calder Street	Construct a 1.5m footpath in Makim Street on the southern side between Headland Road and Calder Street	10	10	0	5	10	0	6	41
	49	High Priority	Crete Street	Narraweena	The Cr	Victor Road	Construct a 1.5m footpath in Crete Street on the southern side between 18 The Cr and Victor Road	10	10	0	5	10	0	6	41
	50	High Priority	Parr Parade	Narraweena	Shepard Road	Victor Road	Construct a 1.5m footpath in Parr Parade on the southern side between Shepard Road and Victor Road	10	10	0	5	10	0	6	41
	51	High Priority	Hall Avenue	Collaroy Plateau	Kangaroo Road	Existing Path	Construct a 1.5m footpath in Hall Avenue on the southern side between Kangaroo Road and Existing Path	10	10	0	5	10	0	6	41
	52	High Priority	Cordelia Street	Freshwater	Cordelia Street	Brighton Street	Construct a 1.5m footpath in Cordelia Street on the western side between Cordelia Street and Brighton Street	10	10	0	5	10	0	6	41
	53	High Priority	Consul Road N	Narraweena	Warringah Road	Consul Road N	Construct a 1.5m footpath in Consul Road N on the eastern side between Warringah Road and Consul Road N	10	10	0	5	10	0	6	41
	54	High Priority	Batho Street	Curl Curl	Wyadra Avenue	Batho Street	Construct a 1.5m footpath in Batho Street on the western side between Wyadra Avenue and Batho Street	10	10	0	5	10	0	6	41
	55	High Priority	Regina Avenue	Brookvale	Ties to Regina Avenue	Federal Parade	Construct a 1.5m footpath in Regina Avenue on the eastern side between Regina Avenue cut-de-sac and Federal Parade	10	5	0	5	10	0	10	40
	56	High Priority	Regina Avenue	Brookvale	Ties to Regina Avenue	Cut-de-Sac	Construct a 1.5m footpath in Regina Avenue on the eastern side between Ties to Regina Avenue and Cut-de-Sac	10	5	0	5	10	0	10	40
	57	High Priority	Federal Parade	Brookvale	Regina Avenue	Ties to Existing at Federal Parade	Construct a 1.5m footpath in Federal Parade on the southern side between Regina Avenue and 18 Federal Parade	10	5	0	5	10	0	10	40
	58	High Priority	Elanora Road	Elanora Heights	Elanora Road	Mainline Road	Construct a 1.5m footpath in Elanora Road on the northern side between Elanora Road and Mainline Road	8	8	0	8	10	0	6	40
	59	High Priority	Crescent Road	Mona Vale	Waterview Street	Winuna Crescent	Construct a 1.5m footpath in Crescent Road on the western side between Waterview Street and Winuna Crescent	10	8	0	5	10	0	6	39
	60	High Priority	Narren Parade	North Narrabeen	Rickard Road	Narroy Road	Construct a 1.5m footpath in Narren Parade on the southern side between Rickard Road and Narroy Road	10	8	0	5	10	0	6	39
	61	High Priority	Surfside Avenue	Avalon Beach	Ties to 4255	Cut-de-Sac	Construct a 1.5m footpath in Surfside Avenue on the western side between Avalon Parade and end of Surfside Avenue	10	8	0	5	10	0	6	39
	62	High Priority	Grigor Place	Allambie Heights	Allambie Road	Rosevelt Avenue	Construct a 1.5m footpath in Grigor Place on the eastern side between Allambie Road and Roosevelt Avenue	8	10	0	5	10	0	6	39
	63	High Priority	Aulmen Street	Collaroy Plateau	Acacia Street	Grevillea Street	Construct a 1.5m footpath in Aulmen Street on the eastern side between Acacia Street and Grevillea Street	10	8	0	5	10	0	6	39
	64	High Priority	Carcoola Road	Cromer	Groover Avenue	Ties to Existing at Carcoola Road	Construct a 1.5m footpath in Carcoola Road on the western side between Groover Avenue and South Creek	8	10	0	5	10	0	6	39

High Priority	Street Name	Suburb	Starting Point	End Point	Description	Attractions and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Score	Walking Plan Score	Total Score Scaled
65 High Priority	Crescent Road	Newport	Tie to Proposed at Crescent Road	Beaconsfield Street	Construct a 1.5m footpath in Crescent Road on the southern side between Warrana Cres and Beaconsfield Street	8	10	0	5	10	0	6	39
66 High Priority	Wonga Street	North Balgowlah	Tie into proposed footpath along Wonga Street	Ilwong Avenue	Construct a 1.5m footpath in Wonga Street on the southern side between Garraween Avenue and Ilwong Avenue	10	8	0	5	10	0	6	39
67 High Priority	Roosevelt Avenue	Allambie Heights	Tie into existing footpath along Allambie Road	Tie into proposed footpath along Allambie Road	Construct a 1.5m footpath in Roosevelt Avenue on the northern side between Allambie Road and Grigor Place	8	10	5	0	10	0	6	39
68 High Priority	Wollstonecraft Avenue	Aviston Beach	Barrenjoey Road	Elvina Avenue	Construct a 1.5m footpath in Wollstonecraft Avenue on the northern side between Barrenjoey Road and Elvina Avenue	8	10	0	5	10	0	6	39
69 High Priority	Beaconsfield Street	Newport	Beaconsfield Street	Crescent Road	Construct a 1.5m footpath in Beaconsfield Street on the southern side between 69 Beaconsfield Street and Crescent Road	8	10	0	5	10	0	6	39
70 High Priority	Pittwater Road	Bayview	Pittwater Road	Loquat Valley Road	Construct a 1.5m footpath in Pittwater Road on the western side between 1873 Pittwater Road and Loquat Valley Road	8	10	0	5	10	0	6	39
71 High Priority	Pittwater Road	Bayview	Loquat Valley Road	Pittwater Road	Construct a 1.5m footpath in Pittwater Road on the southern side between Loquat Valley Road and Pittwater Road	8	10	0	10	5	0	6	39
72 High Priority	Government Road	Mona Vale	Vesper Street	Maxwell Street	Construct a 1.5m footpath in Government Road on the southern side between Vesper Street and Maxwell Street	10	8	0	5	10	0	6	39
73 High Priority	Arnott Crescent	Warriewood	Sydney Road	Pittwater Road	Construct a 1.5m footpath in Arnott Crescent on the northern side between Sydney Road and Pittwater Road	10	5	5	0	5	8	6	39
74 High Priority	Lower Beach Street	Balgowlah	Woodland Street	West Street	Construct a 1.5m footpath in Lower Beach Street on the southern side between Woodland Street and Ne	10	8	0	5	10	0	6	39
75 High Priority	Clontarf Street	North Balgowlah	Urunga Street	Lister Avenue	Construct a 1.5m footpath in Clontarf Street on the eastern side between Urunga Street and Lister Avenue	10	5	0	8	10	0	6	39
76 High Priority	Quinlan Parade	Manly Vale	Campbell Parade	Gibbs Lane	Construct a 1.5m footpath in Quinlan Parade on the southern side between Campbell Parade and Gibbs Lane	10	8	0	5	10	0	6	39
77 High Priority	Balmey Street	Allambie Heights	Cornwall Road	Bate Avenue	Construct a 1.5m footpath in Balmey Street on the southern side between Cornwall Road and Bate Avenue	10	8	0	5	10	0	6	39
78 High Priority	Peronne Parade	Allambie Heights	Onara Road	Existing Path	Construct a 1.5m footpath in Peronne Parade on the southern side between Onara Road and Peronne Parade	10	8	5	5	5	0	6	39
79 High Priority	Victor Road	One Why	May Road	Oceana Street East	Construct a 1.5m footpath in Victor Road on the eastern side between May Road and Oceana Street East	10	5	0	8	10	0	6	39
80 High Priority	Victor Road	Narraweena	Parr Parade	Mcintosh Road	Construct a 1.5m footpath in Victor Road on the western side between Parr Parade and McIntosh Road	10	8	0	5	10	0	6	39
81 High Priority	Lee Road	Beacon Hill	Gillies Cres	Cousins Road	Construct a 1.5m footpath in Lee Road on the northern side between Gillies Cres and Cousins Road	8	10	5	5	5	0	6	39
82 High Priority	Alfred Street	Cromer	Carawa Road	Ryrie Avenue	Construct a 1.5m footpath in Alfred Street on the eastern side between Carawa Road and Ryrie Avenue	10	8	0	5	10	0	6	39

High Priority	Street Name	Suburb	Starting Point	End Point	Description	Attractions and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Score	Walking Plan Score	Total Score Scaled
83 High Priority	Westmoreland Avenue	Collaroy	Parkes Road	Existing Path	Construct a 1.5m footpath in Westmoreland Avenue on the southern side between Parkes Road and 68 Westmoreland Avenue	8	10	0	5	10	0	6	39
84 High Priority	Edgcliffe Blvd	Collaroy Plateau	Hilma Street	Toppa Street	Construct a 1.5m footpath in Edgcliffe Blvd on the western side between Hilma Street and Toppa Street	10	8	0	5	10	0	6	39
85 High Priority	Park Street	Narrabeen	Clarke Street	Wentworth Street	Construct a 1.5m footpath in Park Street on the eastern side between Clarke Street and Wentworth Street	10	8	0	5	10	0	6	39
86 High Priority	Hall Avenue	Collaroy Plateau	Existing Path	Penny Street	Construct a 1.5m footpath in Hall Avenue on the southern side between Existing Path and Penny Street	10	8	0	5	10	0	6	39
87 High Priority	Hall Avenue	Collaroy Plateau	Penny Street	Boomerang Road	Construct a 1.5m footpath in Hall Avenue on the southern side between Penny Street and Boomerang Road	10	8	0	5	10	0	6	39
88 High Priority	Hall Avenue	Collaroy Plateau	Boomerang Road	Kangaroo Road	Construct a 1.5m footpath in Hall Avenue on the southern side between Boomerang Road and Kangaroo Road	10	8	0	5	10	0	6	39
89 High Priority	Boomerang Road	Collaroy Plateau	Hall Avenue	Parkes Road	Construct a 1.5m footpath in Boomerang Road on the western side between Hall Avenue and Parkes Road	10	8	0	5	10	0	6	39
90 High Priority	Laurel Chase	Forestville	Rylee Avenue	Warrington Road	Construct a 1.5m footpath in Laurel Chase on the southern side between Rylee Avenue and Warrington Road	10	5	8	5	5	0	6	39
91 High Priority	Prescott Avenue	Dee Why	Victor Road	Wigan Road	Construct a 1.5m footpath in Prescott Avenue on the southern side between Victor Road and Wigan Road	10	8	0	5	10	0	6	39
92 High Priority	Curl Curl Parade	Curl Curl	Park Street	Gardens Avenue	Construct a 1.5m footpath in Curl Curl Parade on the northern side between Park Street and Gardens Avenue	10	8	0	5	10	0	6	39
93 High Priority	Terama Street	Biggles Plateau	Raymond Road	Lower Plateau Road	Construct a 1.5m footpath in Terama Street on the eastern side between Raymond Road and Lower Plateau Road	5	8	0	0	10	0	6	20
94 High Priority	Lovett Street	Manly Vale	End of Lovett Street	Quirk Road	Construct a 1.5m footpath in Lovett Street on the southern side between End of Lovett Street and Quirk Road	10	10	0	5	5	0	8	38
95 High Priority	Gondola Road	North Narrabeen	Venedian Road	Rickard Road	Construct a 1.5m footpath in Gondola Road on the northern side between Venedian Road and Rickard Road	8	8	0	5	10	0	6	37
96 High Priority	Elanora Road	Elanora Heights	Kallang Road	Marina Road	Construct a 1.5m footpath in Elanora Road on the northern side between Kallang Road and Marina Road	8	5	0	8	10	0	6	37
97 High Priority	Lalake Road	Terry Hills	Nambucca Road	Cooyong Road	Construct a 1.5m footpath in Lalake Road on the eastern side between Nambucca Road and Cooyong Road	8	8	0	5	10	0	6	37
98 High Priority	Hilder Road	Balgownie Heights	Radio Avenue	Woodland Street	Construct a 1.5m footpath in Hilder Road on the southern side between Radio Avenue and Woodland Street	8	8	0	5	10	0	6	37
99 High Priority	Pringle Avenue	Frenchs Forest	Blackburns Road	Glen Street	Construct a 1.5m footpath in Pringle Avenue on the western side between Blackburns Road and Glen Street	10	8	0	8	5	0	6	37

High Priority	Street Name	Suburb	Starting Point	End Point	Description	Attractions and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Score	Walking Plan Score	Total Score Scaled
100 High Priority	Stanley Street	Kilamey Heights	Ballina Avenue	Travis Avenue	Construct a 1.5m footpath in Stanley Street on the western side between Ballina Avenue and Travis Avenue	8	8	5	5	5	0	6	37
101 High Priority	Anzac Avenue	Collaroy	Anzac Avenue	Anzac Avenue	Construct a 1.5m footpath in Anzac Avenue on the southern side between Anzac Avenue and Anzac Avenue	8	8	0	0	5	10	0	37
102 High Priority	Lincoln Avenue	Collaroy	Myamba Road	Lancaster Crescent	Construct a 1.5m footpath in Lincoln Avenue on the southern side between Myamba Road and Lancaster Crescent	8	8	0	0	5	10	0	37
103 High Priority	King Street	Manly Vale	King Street	Arana Street	Construct a 1.5m footpath in King Street on the western side between King Street and Arana Street	8	8	0	0	5	10	0	37
104 High Priority	Prahan Avenue	Davidson	Prahan Avenue	Hoodle Crescent	Construct a 1.5m footpath in Prahan Avenue on the northern side between Prahan Avenue and Hoodle Crescent	8	8	0	0	5	10	0	37
105 High Priority	Robert Street	Freshwater	Harbour Road	51, Robert Street	Construct a 1.5m footpath in Robert Street on the northern side between Harbour Road and 51, Robert Street	10	8	0	0	8	5	0	37
106 High Priority	Queens Avenue	Availon Beach	Therry Street	Elvina Avenue	Construct a 1.5m footpath in Queens Avenue on the western side between Therry Street and Elvina Avenue	10	5	0	0	5	10	0	36
107 High Priority	Lido Avenue	North Narrabeen	Narroy Road	Gondola Road	Construct a 1.5m footpath in Lido Avenue on the northern side between Narroy Road and Gondola Road	10	5	0	0	5	10	0	36
108 High Priority	Hunter Street	Warriewood	Narrabeen Park Parade	Carpenter Crescent	Construct a 1.5m footpath in Hunter Street on the southern side between Narrabeen Park Parade and Carpenter Crescent	10	0	5	5	10	0	6	36
109 High Priority	Cowang Avenue	Terry Hills	Dandenong Road	Nerang Avenue	Construct a 1.5m footpath in Cowang Avenue on the southern side between Dandenong Road and Nerang Avenue	10	5	0	0	5	10	0	36
110 High Priority	Aquatic Drive	Alamilla Heights	Ties to Proposed at Aquatic Drive	Ties to Proposed at Aquatic Drive	Construct a 1.5m footpath in Aquatic Drive on the southern side between Aquatic Drive Baseball Park Car Park and end of Aquatic Drive	10	5	0	0	5	10	0	36
111 High Priority	Elliel Avenue	Brookvale	Winbourne Estate	Miles Street	Construct a 1.5m footpath in Elliel Avenue on the eastern side between Winbourne Estate and Miles Street	10	10	0	0	5	5	0	36
112 High Priority	Auburn Street	Collaroy	Edgcliffe Boulevard	Grevillea Street	Construct a 1.5m footpath in Auburn Street on the eastern side between Edgcliffe Boulevard and Grevillea Street	10	5	0	0	5	10	0	36
113 High Priority	Federal Parade	Brookvale	Ties to Existing at Federal Parade	Victor Road	Construct a 1.5m footpath in Federal Parade on the southern side between 18 Federal Parade and Victor Road	10	5	0	0	5	10	0	36
114 High Priority	Murray Road	Freshwater	Kooloora Avenue	Moore Road	Construct a 1.5m footpath in Murray Road on the eastern side between Kooloora Avenue and Moore Road	10	5	0	0	5	10	0	36
115 High Priority	Park Avenue	Availon Beach	Kevin Avenue	Sanctuary Avenue	Construct a 1.5m footpath in Park Avenue on the southern side between Kevin Avenue and Sanctuary Avenue	10	10	0	0	5	5	0	36
116 High Priority	Cookson Road	Elanora Heights	Merridging Road	Powder Works Road	Construct a 1.5m footpath in Cookson Road on the northern side between Merridging Road and Powder Works Road	10	5	0	0	5	10	0	36
117 High Priority	Clarnood Street	Balgowlah	Condamine Street	Beach Lane	Construct a 1.5m footpath in Clarnood Street on the southern side between Condamine Street and 6 Lister Street	10	5	5	5	0	10	0	36

High Priority	Street Name	Suburb	Starting Point	End Point	Description	Attractions and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Score	Walking Plan Score	Total Score Scaled
118 High Priority	Arana Street	Manly Vale	King Street	Gibbs Street	Construct a 1.5m footpath in Arana Street on the southern side between King Street and Gibbs Street	10	10	0	5	5	0	6	36
119 High Priority	Rowe Street	Freshwater	Waine Street	Oliver Street	Construct a 1.5m footpath in Rowe Street on the eastern side between Waine Street and Oliver Street	10	5	0	5	10	0	6	36
120 High Priority	Ingelbar Avenue	Allambie Heights	Fiers Street	Allambie Road	Construct a 1.5m footpath in Ingelbar Avenue on the southern side between Fiers Street and Allambie Road	10	10	0	5	5	0	6	36
121 High Priority	Ingelbar Avenue	Allambie Heights	Darmour Avenue	Fiers Street	Construct a 1.5m footpath in Ingelbar Avenue on the southern side between Darmour Avenue and Fiers Street	10	10	0	5	5	0	6	36
122 High Priority	Conna Road	Brookvale	Gulliver Street	Beacon Hill Road	Construct a 1.5m footpath in Conna Road on the eastern side between Gulliver Street and Beacon Hill Road	10	10	0	0	10	0	6	36
123 High Priority	Jocklyn Street	North Curl Curl	Makin Street	Fairport Street	Construct a 1.5m footpath in Jocklyn Street on the southern side between Makin Street and Fairport Street	10	10	0	5	5	0	6	36
124 High Priority	Victor Road	Dee Why	Ossana Street East	Redman Road	Construct a 1.5m footpath in Victor Road on the eastern side between Oceana Street East and Redman Road	10	5	0	5	10	0	6	36
125 High Priority	Ralston Avenue	Belrose	Windrush Avenue	Dorset Close	Construct a 1.5m footpath in Ralston Avenue on the southern side between Windrush Avenue and Dorset Close	10	10	0	5	5	0	6	36
126 High Priority	Nursery Place	Belrose	Cozzini Road	End of Nursery Place	Construct a 1.5m footpath in Nursery Place on the southern side between Cozzini Road and Nursery Place	10	10	0	5	5	0	6	36
127 High Priority	Wigan Road	Dee Why	Prescott Avenue	Bix Road	Construct a 1.5m footpath in Wigan Road on the southern side between Prescott Avenue and Bix Road	10	5	0	5	10	0	6	36
128 High Priority	Bix Road	Cromer	Wiggin Road	Lynwood Avenue	Construct a 1.5m footpath in Bix Road on the western side between Wiggin Road and Lynwood Avenue	10	5	0	5	10	0	6	36
129 High Priority	Parr Parade	Beacon Hill	Townsliff Street	McIntosh Road	Construct a 1.5m footpath in Parr Parade on the northern side between Townsliff Street and McIntosh Road	10	5	0	5	10	0	6	36
130 High Priority	Warrigah Road	Beacon Hill	Warrigah Road	Northcliffe Avenue	Construct a 1.5m footpath in Warrigah Road on the southern side between Warrigah Road and Northcliffe Avenue	10	5	0	5	10	0	6	36
131 High Priority	McDonald Street	Freshwater	Waivers Avenue	Soldiers Avenue	Construct a 1.5m footpath in McDonald Street on the eastern side between Waivers Avenue and Soldiers Avenue	10	5	0	5	10	0	6	36
132 High Priority	McDonald Street	Freshwater	Soldiers Avenue	Coler Road	Construct a 1.5m footpath in McDonald Street on the eastern side between Soldiers Avenue and Coler Road	10	5	0	5	10	0	6	36
136 High Priority	Downpatrick Road	Kilamey Heights	Melwood Avenue	Ballyshannon Road	Construct a 1.5m footpath in Downpatrick Road on the western side between Melwood Avenue and Ballyshannon Road	8	8	0	8	5	0	6	35

Medium Priority	Street Name	Suburb	Starting Point	End Point	Description	Attractions and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Score	Walking Plan Prior	Total Score Scaled
137 Medium Priority	Marina Road	Elanora Heights	Codrington Avenue	Wyanga Road	Construct a 1.5m footpath in Marina Road on the northern side between Codrington Avenue and Wyanga Road	8	5	0	5	10	0	6	34
138 Medium Priority	Narroy Road	North Narrabeen	Lido Avenue	Narrey Parade	Construct a 1.5m footpath in Narroy Road on the southern side between Lido Avenue and Narrey Parade	8	5	0	5	10	0	6	34
139 Medium Priority	Narroy Road	North Narrabeen	Venidian Road	Lido Avenue	Construct a 1.5m footpath in Narroy Road on the southern side between Venidian Road and Lido Avenue	8	5	0	5	10	0	6	34
140 Medium Priority	Greenfield Avenue	Frenchs Forest	Start Street	Adam Street	Construct a 1.5m footpath in Greenfield Avenue on the western side between Start Street and Adam Street	10	5	0	8	5	0	6	34
141 Medium Priority	Ada Avenue	Brookvale	End of Ada Avenue	Orchard Road	Construct a 1.5m footpath in Ada Avenue on the eastern side between End of Ada Avenue and Orchard Road	10	8	0	5	5	0	6	34
142 Medium Priority	Moorella Street	Dee Why	Ties to Existing at Moorella Street	Ties to Existing at Moorella Street	Construct a 1.5m footpath in Moorella Street on the eastern side between Warringford Road and 655 Pittwater Road	10	8	0	0	10	0	6	34
143 Medium Priority	St Andrews Gate	Elanora Heights	Merridong Road	Ties to Existing at St Andrews Gate	Construct a 1.5m footpath in St Andrews Gate on the northern side between Merridong Road and Ties to Existing at St Andrews Gate	8	5	0	5	10	0	6	34
144 Medium Priority	News Parade	Belrose	Pringle Avenue	News Parade	Construct a 1.5m footpath in News Parade on the southern side between Pringle Avenue and News Parade	8	5	0	5	10	0	6	34
145 Medium Priority	Melwood Avenue	Killarney Heights	Ties to Existing at Melwood Avenue	Greystones Road	Construct a 1.5m footpath in Melwood Avenue on the southern side between Ties to Existing at Melwood Avenue and Greystones Road	8	10	0	0	10	0	6	34
146 Medium Priority	Marina Road	Elanora Heights	Wyanga Road	Coolera Road	Construct a 1.5m footpath in Marina Road on the western side between Wyanga Road and Coolera Road	8	5	0	5	10	0	6	34
147 Medium Priority	Alto Avenue	Sydney	Clontarf Street	Ties into existing footpath along An	Construct a 1.5m footpath in Alto Avenue on the northern side between Clontarf Street and Armstrong Street	10	8	0	5	5	0	6	34
148 Medium Priority	Hunter Street	North Balgowlah	Ties into existing footpath along Woodbine Street	St Pauls Road	Construct a 1.5m footpath in Hunter Street on the eastern side between Woodbine Street and St Pauls Road	10	8	0	5	5	0	6	34
149 Medium Priority	Marine Parade	Aviston Beach	North Aviston Road	Walkway	Construct a 1.5m footpath in Marine Parade on the western side between North Aviston Road and the existing path on Marine Parade	8	5	0	5	10	0	6	34
150 Medium Priority	George Street	Aviston Beach	Therry Street	Marina	Construct a 1.5m footpath in George Street on the southern side between Therry Street and Marina	8	10	0	5	5	0	6	34
151 Medium Priority	The Outlook	Blagdon Plains	The Outlook	Laguna Road	Construct a 1.5m footpath in The Outlook on the western side between 6 The Outlook and Laguna Road	8	5	0	5	10	0	6	34
152 Medium Priority	Loquat Valley Road	Bayview	Loquat Valley Road	Loquat Valley Road	Construct a 1.5m footpath in Loquat Valley Road on the southern side between 25 Loquat Valley Road and 3 Loquat Valley Road	8	10	0	5	5	0	6	34
153 Medium Priority	Elanora Road	Elanora Heights	Wenona Avenue	Elanora Road	Construct a 1.5m footpath in Elanora Road on the eastern side between Wenona Avenue and Elanora Road	5	10	0	8	5	0	6	34
154 Medium Priority	Forest Way	Belrose	Forest Way	Forest Way	Construct a 1.5m footpath in Forest Way on the eastern side between existing path to the south on Forest Way and Gairgill Way	8	8	0	2	10	0	6	34

Medium Priority	Street Name	Suburb	Starting Point	End Point	Description	Attractions and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Score	Walking Plan Score	Total Score Scaled
155	Medium Priority	Myosora Road	Terry Hills	Aumuna Road	Myosora Road	8	5	0	5	0	5	0	34
156	Medium Priority	Larcol Road	Terry Hills	Cooyong Road	Aumuna Road	8	10	0	5	5	5	0	34
157	Medium Priority	St Pauls Road	North Balgowlah	Eileen Street	Banganos Street	10	8	0	0	10	0	6	34
158	Medium Priority	Eileen Street	North Balgowlah	Woodbine Street	St Pauls Road	8	5	0	5	10	0	6	34
159	Medium Priority	Glen Street	Freshwater	Soldier Avenue	Existing Path	10	8	0	0	10	0	6	34
160	Medium Priority	Marin Street	Freshwater	Lawrence Street	Harbord Road	10	8	0	5	5	0	6	34
161	Medium Priority	Nargong Road	Alambie Heights	Alambie Road	Goondari Road	5	6	5	5	5	0	6	34
162	Medium Priority	Singess Avenue	Curl Curl	Stewart Avenue	Bennett Street	10	8	0	5	5	0	6	34
163	Medium Priority	Libya Cres	Alambie Heights	Alambie Road	Derna Cres	8	5	5	5	5	0	6	34
164	Medium Priority	Darnour Avenue	Alambie Heights	Alambie Road	Ingelbar Avenue	10	8	0	5	5	0	6	34
165	Medium Priority	Ryan Place	Beacon Hill	Beacon Hill Road	Elliot Street	10	8	0	5	5	0	6	34
166	Medium Priority	Headland Road	North Curl Curl	Ozone Parade	Griffin Road	8	5	0	5	10	0	6	34
167	Medium Priority	Oxford Falls Road	Beacon Hill	Ellis Road	Warrington Road	8	5	0	5	10	0	6	34
168	Medium Priority	Kambora Avenue	Davidson	Alt Crescent	Grimas Place	8	10	0	5	5	0	6	34
169	Medium Priority	Sir Thomas Mitchell Drive	Davidson	Elphinstone Place	Alt Crescent	8	10	0	5	5	0	6	34
170	Medium Priority	Prahan Avenue	Davidson	Sir Thomas Mitchell Drive	Richter Crescent	8	10	0	5	5	0	6	34
171	Medium Priority	Kens Road	Frenchs Forest	Anahym Avenue	Orange Grove	10	8	0	5	5	0	6	34
172	Medium Priority	Fitzpatrick Avenue East	Frenchs Forest	Rangers Retreat Road	Karingal Crescent	10	8	0	5	5	0	6	34

Medium Priority	Street Name	Suburb	Starting Point	End Point	Description	Attractors and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Score	Walking Plan Score	Total Score Scaled
173 Medium Priority	Fitzpatrick Avenue East	Frenchs Forest	Rangers Retreat Road	Hilmer Street	Construct a 1.5m footpath in Fitzpatrick Avenue East on the northern side between Rangers Retreat Road and Hilmer Street.	10	8	0	5	5	0	6	34
174 Medium Priority	Fitzpatrick Avenue East	Frenchs Forest	Hilmer Street	Berry Bay Road	Construct a 1.5m footpath in Fitzpatrick Avenue East on the northern side between Hilmer Street and Berry Bay Road.	10	8	0	5	5	0	6	34
175 Medium Priority	Rangers Retreat Road	Frenchs Forest	Fitzpatrick Avenue East	Irma Place	Construct a 1.5m footpath in Rangers Retreat Road on the western side between Fitzpatrick Avenue East and Irma Place.	10	8	0	5	5	0	6	34
176 Medium Priority	Palm Place	Frenchs Forest	Maxwell Parade	Karya Street	Construct a 1.5m footpath in Palm Place on the northern side between Maxwell Parade and Karya Street.	10	8	0	5	5	0	6	34
177 Medium Priority	Blamey Avenue	Killarney Heights	Traloe Avenue	Galway Avenue	Construct a 1.5m footpath in Blamey Avenue on the eastern side between Traloe Avenue and Galway Avenue.	8	10	0	5	5	0	6	34
178 Medium Priority	Rathoven Parade	Killarney Heights	Starkey Street	Glenasm Crescent	Construct a 1.5m footpath in Rathoven Parade on the southern side between Starkey Street and Glenasm Crescent.	8	10	0	5	5	0	6	34
179 Medium Priority	Ballyshannon Road	Killarney Heights	Finan Avenue	Downpatrick Road	Construct a 1.5m footpath in Ballyshannon Road on the northern side between Finan Avenue and Downpatrick Road.	10	6	0	5	5	0	6	34
180 Medium Priority	Tabora Street	Freshwater	Starkey Street	Darley Street	Construct a 1.5m footpath in Tabora Street on the northern side between Starkey Street and Darley Street.	10	8	0	5	5	0	6	34
181 Medium Priority	Darley Street	Freshwater	Tabora Street	Cavan Road	Construct a 1.5m footpath in Darley Street on the eastern side between Tabora Street and Cavan Road.	10	8	0	5	5	0	6	34
182 Medium Priority	Darley Street	Killarney Heights	Melwood Avenue	Cavan Road	Construct a 1.5m footpath in Darley Street on the southern side between Melwood Avenue and Cavan Road.	10	8	0	5	5	0	6	34
183 Medium Priority	Lincoln Avenue	Collaroy	Plateau Road	Landcaster Crescent	Construct a 1.5m footpath in Lincoln Avenue on the southern side between Plateau Road and Landcaster Crescent.	5	8	0	5	10	0	6	34
184 Medium Priority	Dympna Street	Collaroy Plateau	Heather Street	Dympna Street	Construct a 1.5m footpath in Dympna Street on the western side between Heather Street and Dympna Street.	10	8	0	0	10	0	6	34
185 Medium Priority	Wandella Road	Alamille Heights	Nyanga Road	King Street	Construct a 1.5m footpath in Wandella Road on the western side between Nyanga Road and King Street.	8	5	0	5	10	0	6	34
186 Medium Priority	Kurrabi Road	Alamille Heights	Morain Avenue	Wyrama Street	Construct a 1.5m footpath in Kurrabi Road on the western side between Morain Avenue and Wyrama Street.	8	5	0	5	10	0	6	34
187 Medium Priority	Bushy Place	One Why	Carew Street	Bushy Place	Construct a 1.5m footpath in Bushy Place on the northern side between Carew Street and Bushy Place.	10	8	0	0	10	0	6	34
188 Medium Priority	Wyandra Avenue	Freshwater	Hubert Street	Bus shelter at Wyandra Ave	Construct a 1.5m footpath in Wyandra Avenue on the northern side between Hubert Street and bus shelter.	10	8	0	5	5	0	6	34
189 Medium Priority	Wyandra Avenue	Freshwater	Hubert Street	Warrah Street	Construct a 1.5m footpath in Wyandra Avenue on the northern side between Hubert Street and Warrah Street.	10	8	0	5	5	0	6	34
190 Medium Priority	Warrah Street	Freshwater	Wyandra Avenue	Brighton Street	Construct a 1.5m footpath in Warrah Street on the northern side between Wyandra Avenue and Brighton Street.	10	8	0	5	5	0	6	34

Medium Priority	Street Name	Suburb	Starting Point	End Point	Description	Attractors and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Score	Walking Plan Prior	Total Score Scaled
191 Medium Priority	Robert Street	Freshwater	Hubert Street	18, Robert Street	Construct a 1.5m footpath in Robert Street on the southern side between Hubert Street and 18, Robert St	10	8	0	5	5	0	6	34
192 Medium Priority	Netball Court opposite to Curl Curl		Albion Road	Harbord Road	Construct a 1.5m footpath in Albion Road on the southern side between Harbord Road and Netball courts opposite to Lillie Street	10	8	0	5	5	0	6	34
193 Medium Priority	Gardens Avenue	Curl Curl	Cooksey Avenue	Curl Curl Parade	Construct a 1.5m footpath in Gardens Avenue on the northern side between Cooksey Avenue and Curl Curl Parade	10	8	0	5	5	0	6	34
194 Medium Priority	Pacific Parade	Dee Why	Car Parking	Monash Parade	Construct a 1.5m footpath in Pacific Parade on the northern side between Monash Parade and Carpark	10	8	0	5	5	0	6	34
195 Medium Priority	Pavilion Street	Queenscliff	Bridge Street	Queenscliff Road	Construct a 1.5m footpath in Pavilion Street on the northern side between Queenscliff Road and Bridge Road	10	8	0	5	5	0	6	34
196 Medium Priority	Woodgola Street	North Balgownie	Nimbin Street	Woodbine Street	Construct a 1.5m footpath in Nimbin Street on the western side between Woodbine Street and Woodgola Street	10	0	5	8	5	0	6	34
197 Medium Priority	Lee Road	Beacon Hill	Gilles Crescent	McKillop Road	Construct a 1.5m footpath in Lee Road on the northern side between Gilles Crescent and McKillop Road	10	6	0	5	5	0	6	34
198 Medium Priority	McKillop Road	Beacon Hill	Cuma Road	Gilles Crescent	Construct a 1.5m footpath in McKillop Road on the western side between Cuma Road and Gilles Crescent	10	8	0	5	5	0	6	34
199 Medium Priority	Alenty Park Parade	Allambie Heights	Allambie Road	Tobruk Avenue	Construct a 1.5m footpath in Alenty Park Parade on the eastern side between Tobruk Avenue and Allambie Road	10	8	0	5	5	0	6	34
200 Medium Priority	Rodborough Road	Frenchs Forest	Warringah Road	Allambie Road	Construct a 1.5m footpath in Rodborough Road on the northern side between Warringah Road and Allambie Road	10	5	0	8	0	0	10	33
201 Medium Priority	Kalang Street	Elanora Heights	St Andrews Gate	Powder Works Road	Construct a 1.5m footpath in Kalang Street on the eastern side between St Andrews Gate and Powder Works Road	8	0	0	8	10	0	6	32
202 Medium Priority	Kalang Street	Elanora Heights	Powder Works Road	Kalang Street	Construct a 1.5m footpath in Kalang Street on the western side between Powder Works Road and Kalang Street	8	0	0	8	10	0	6	32
203 Medium Priority	Allawah Avenue	Elanora Heights	Elanora Road	Iluka Avenue	Construct a 1.5m footpath in Allawah Avenue on the eastern side between Elanora Road and Iluka Avenue	8	8	0	5	5	0	6	32
204 Medium Priority	Woorarra Avenue	Elanora Heights	Carefree Road	Elanora Road	Construct a 1.5m footpath in Woorarra Avenue on the southern side between Carefree Road and Elanora Road	8	8	0	5	5	0	6	32
205 Medium Priority	Ernest Street	Balgownie Heights	Ties to Existing	Glenside Street	Construct a 1.5m footpath in Ernest Street on the southern side between Condomine Street and Glenside Street	8	8	0	5	5	0	6	32
206 Medium Priority	Goondari Road	Allambie Heights	Allambie Road	Errawy Road	Construct a 1.5m footpath in Goondari Road on the northern side between Allambie Road and Errawy Road	8	8	0	5	5	0	6	32
207 Medium Priority	Lady Penrhyn Drive	Beacon Hill	Supply Avenue	Endavour Drive	Construct a 1.5m footpath in Lady Penrhyn Drive on the western side between Supply Avenue and Endavour Drive	8	8	0	5	5	0	6	32
208 Medium Priority	Little Willandra Road	Cromer	Grover Avenue	Paruna Place	Construct a 1.5m footpath in Little Willandra Road on the eastern side between Grover Avenue and Paruna Place	8	8	0	5	5	0	6	32

Medium Priority	Street Name	Suburb	Starting Point	End Point	Description	Attractions and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Score	Walking Plan Prior	Total Score Scaled		
209	Medium Priority	Ferguson Street	Woodlands Road		Garigal National Park	Construct a 1.5m footpath in Ferguson Street on the southern side between Woodlands Road and Garigal National Park	8	8	0	5	5	0	6	32	46
210	Medium Priority	Prahan Avenue	Richer Crescent	Maialand Street		Construct a 1.5m footpath in Prahan Avenue on the western side between Richer Crescent and Maialand Street	8	8	0	5	5	0	6	32	46
211	Medium Priority	Towern Place	Wearden Road	End of Towern Place		Construct a 1.5m footpath in Towern Place on the eastern side between Wearden Road and End of Towern Place	8	8	0	5	5	0	6	32	46
212	Medium Priority	Prince Charles Road	The Esplanade	Wentworth Place		Construct a 1.5m footpath in Prince Charles Road on the eastern side between The Esplanade and Wentworth Place	8	8	0	5	5	0	6	32	46
213	Medium Priority	Prince Charles Road	Wentworth Place	Wearden Road		Construct a 1.5m footpath in Prince Charles Road on the eastern side between Wentworth Place and Wearden Road	8	8	0	5	5	0	6	32	46
214	Medium Priority	Prince Charles Road	Mount Pleasant Avenue	Forest Way		Construct a 1.5m footpath in Prince Charles Road on the western side between Mount Pleasant Avenue and Forest Way	8	8	0	5	5	0	6	32	46
215	Medium Priority	Bambara Road	Forest Way	Mount Pleasant Avenue		Construct a 1.5m footpath in Bambara Road on the northern side between Forest Way and Mount Pleasant Avenue	8	8	0	5	5	0	6	32	46
216	Medium Priority	Mount Pleasant Avenue	Prince Charles Road	Bambara Road		Construct a 1.5m footpath in Mount Pleasant Avenue on the northern side between Prince Charles Road and Bambara Road	8	8	0	5	5	0	6	32	46
217	Medium Priority	Wilde Avenue	Traloe Avenue	Galway Avenue		Construct a 1.5m footpath in Wilde Avenue on the eastern side between Traloe Avenue and Galway Avenue	8	8	0	5	5	0	6	32	46
218	Medium Priority	Blarney Avenue	Galway Avenue	Ballina Avenue		Construct a 1.5m footpath in Blarney Avenue on the northern side between Galway Avenue and Ballina Avenue	8	8	0	5	5	0	6	32	46
219	Medium Priority	Ballina Avenue	Blarney Avenue	Galway Avenue		Construct a 1.5m footpath in Ballina Avenue on the western side between Blarney Avenue and Galway Avenue	8	8	0	5	5	0	6	32	46
221	Medium Priority	Ballina Avenue	Galway Avenue	Wilde Avenue		Construct a 1.5m footpath in Ballina Avenue on the northern side between Galway Avenue and Wilde Avenue	8	8	0	5	5	0	6	32	46
222	Medium Priority	Ballina Avenue	Wilde Avenue	Starkey Street		Construct a 1.5m footpath in Ballina Avenue on the northern side between Wilde Avenue and Starkey Street	8	8	0	5	5	0	6	32	46
223	Medium Priority	Rathoven Parade	Glenarm Crescent	Coleraine Avenue		Construct a 1.5m footpath in Rathoven Parade on the western side between Glenarm Crescent and Coleraine Avenue	8	8	0	5	5	0	6	32	46
224	Medium Priority	Rathoven Parade	Coleraine Avenue	Dunrow Avenue		Construct a 1.5m footpath in Rathoven Parade on the western side between Coleraine Avenue and Dunrow Avenue	8	8	0	5	5	0	6	32	46
225	Medium Priority	Venetian Road	Gondola Road	Narroy Road		Construct a 1.5m footpath in Venetian Road on the eastern side between Gondola Road and Narroy Road	5	5	0	5	10	0	6	31	44
226	Medium Priority	Bolwara Road	Powderworks Road	Garden Street		Construct a 1.5m footpath in Bolwara Road on the eastern side between Powderworks Road and Garden Street	10	5	0	5	5	0	6	31	44
227	Medium Priority	The Serpentine	Barrenjoy Road	Ties to Proposed at The Serpentine		Construct a 1.5m footpath in The Serpentine on the southern side between Barrenjoy Road and The Serpentine	10	5	0	0	10	0	6	31	44

Medium Priority	Street Name	Suburb	Starting Point	End Point	Description	Attractors and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Score	Walking Plan Score	Total Score Scaled
228	Medium Priority	Fern Creek	Warriewood	Ties to Existing	Ties to Existing	5	10	0	5	5	0	6	31
229	Medium Priority	Morian Avenue	Alamille Heights	Kurrabi Road	Tie into existing footpath on Sollie	10	5	0	5	5	0	6	31
230	Medium Priority	Kens Road	Frenchs Forest	Yanco Cios	Construct a 1.5m footpath in Kere Road on the western side between Yanco Cios and Sollie Road	10	5	0	5	5	0	6	31
231	Medium Priority	Laneway	Frenchs Forest	Northview Road	Construct a 1.5m footpath in Laneway on the western side between Northview Road and Ocean Road	10	5	0	5	5	0	6	31
232	Medium Priority	Palmy Grove Road	Avonlea Beach	Palmy Grove Road	Construct a 1.5m footpath in Palmy Grove Road on the southern side between 84 Palmy Grove Road and Elouera Road	10	5	0	5	5	0	6	31
233	Medium Priority	Walworth Avenue	Newport	Myola Road	Construct a 1.5m footpath in Walworth Avenue on the southern side between Myola Road and Bushwangers Hill	10	5	0	5	5	0	6	31
234	Medium Priority	Elmatta Road	Mona Vale	Elmatta Road	Construct a 1.5m footpath in Elmatta Road on the southern side between 136 Elmatta Road and Elmatta Road cul-de-sac	10	5	0	5	5	0	6	31
235	Medium Priority	Jenkins Street	Mona Vale	Pluwater Road	Construct a 1.5m footpath in Jenkins Street on the northern side between Pluwater Road and Elmatta Road	10	5	0	5	5	0	6	31
236	Medium Priority	Elmatta Road	Mona Vale	Hill Street	Construct a 1.5m footpath in Elmatta Road on the western side between Hill Street and Bertana Crescent	10	5	0	5	5	0	6	31
237	Medium Priority	Balgownie Street	North Balgownie	Woodbine Street	Construct a 1.5m footpath in Balgownie Street on the western side between Woodbine Street and Sayers Street	10	5	0	5	5	0	6	31
238	Medium Priority	Balgownie Street	North Balgownie	Warrington Street	Construct a 1.5m footpath in Balgownie Street on the western side between Warrington Street and Sayers Street	10	5	0	5	5	0	6	31
239	Medium Priority	Nargong Road	Alamille Heights	Jennifer Avenue	Construct a 1.5m footpath in Nargong Road on the southern side between Jennifer Avenue and Goondari Road	5	5	5	5	5	0	6	31
240	Medium Priority	Westmoreland Avenue	Collaroy	Existing Footpath	Construct a 1.5m footpath in Westmoreland Avenue on the southern side between Existing Footpath and Cumberland Avenue	5	10	0	0	10	0	6	31
241	Medium Priority	Larford Avenue	Freshville	Melwood Avenue	Construct a 1.5m footpath in Larford Avenue on the eastern side between Melwood Avenue and Cashel Cres	10	5	0	5	5	0	6	31
242	Medium Priority	Wingara Reserve	Belrose	Glen Street	Construct a 1.5m footpath in Wingara Reserve between Glen Street and Pindie Place	10	5	0	5	5	0	6	31
243	Medium Priority	Wardens Road	Frenchs Forest	Dundilla Road	Construct a 1.5m footpath in Wardens Road on the southern side between Dundilla Road and Jindabyne Street	10	10	0	0	5	0	6	31
244	Medium Priority	Ken Street	Frenchs Forest	Orange Grove	Construct a 1.5m footpath in Ken Street on the southern side between Orange Grove and Sollie Road	10	5	0	5	5	0	6	31
245	Medium Priority	Jindada Avenue	Frenchs Forest	Ins Street	Construct a 1.5m footpath in Jindada Avenue on the western side between Ins Street and Poulton Parade	5	5	5	5	5	0	6	31

	Medium Priority	Street Name	Suburb	Starting Point	End Point	Description	Attractors and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Spot Score	Walking Plan Score	Total Score Scaled		
	246	Medium Priority	Rangers Retreat Road	Frenchs Forest	Irma Place	Kyogle Place	Construct a 1.5m footpath in Rangers Retreat Road on the western side between Irma Place and Kyogle Place	10	5	0	5	5	0	6	31	44
	247	Medium Priority	Killala Avenue	Killarney Heights	Melwood Avenue	Ballyshannon Road	Construct a 1.5m footpath in Killala Avenue on the southern side between Melwood Avenue and Ballyshannon Road	10	5	0	5	5	0	6	31	44
	248	Medium Priority	Cook Street	Foresville	Starkey Street	Tie to Existing Footpath on Cook Street	Construct a 1.5m footpath in Cook Street on the southern side between Starkey Street and Tie to Existing Footpath on Cook Street	10	5	0	5	5	0	6	31	44
	249	Medium Priority	Forest Way	Bellrose	Myosora Road	Forest Way	Construct a 1.5m footpath in Forest Way on the western side between Myosora Road and Forest Way	5	5	0	10	5	0	6	31	44
	250	Medium Priority	Parr Parade	Narraweena	Parr Parade	Townside Street	Construct a 1.5m footpath in Parr Parade on the northern side between 128 Parr Parade and Townside Street	5	5	0	5	10	0	6	31	44
	251	Medium Priority	Wyaranna Street	Alamvale Heights	Kurrah Road	Elvie Road	Construct a 1.5m footpath in Wyaranna Street on the southern side between Kurrah Road and Elvie Road	5	5	0	5	10	0	6	31	44
	252	Medium Priority	Kunar Place	Mona Vale	Park Street	Public Pathway	Construct a 1.5m footpath in Kunar Place on the western side between Park Street and Public pathway at the northern end of Kunar Place	10	5	0	5	5	0	6	31	44
	253	Medium Priority	MacMillan Street	Seabrook	31 MacMillan Street	End of MacMillan Street	Construct a 1.5m footpath in MacMillan Street on the southern side between 31 MacMillan Street and end of MacMillan Street	10	0	5	5	5	0	6	31	44
	254	Medium Priority	Brooker Avenue	Beacon Hill	Ins Street	39 Brooker Avenue	Construct a 1.5m footpath in Brooker Avenue on the eastern side between Ins Street and 39 Brooker Avenue	10	5	0	5	5	0	6	31	44
	255	Medium Priority	Mary Street	Beacon Hill	Government Road	Earl Street	Construct a 1.5m footpath in Mary Street on the northern side between Government Road and Earl Street	10	5	0	5	5	0	6	31	44
	256	Medium Priority	Orara Road	Alamvale Heights	Kentwell Road	Peronne Parade	Construct a 1.5m footpath in Orara Road on the eastern side between Kentwell Road and Peronne Parade	10	5	0	5	5	0	6	31	44
	257	Medium Priority	Carrel Head Road	Aviston Beach	Burawong Road	Whale Beach Road	Construct a 1.5m footpath in Carrel Head Road on the southern side between Burawong Road and Whale Beach Road	8	0	0	5	10	0	6	29	41
	258	Medium Priority	Therry Street	Aviston Beach	Queens Avenue	George Street	Construct a 1.5m footpath in Therry Street on the eastern side between Queens Avenue and George Street	8	0	0	5	10	0	6	29	41
	259	Medium Priority	Bristol Lane	North Narrabeen	Minarto Lane	Rickard Road	Construct a 1.5m footpath in Bristol Lane on the eastern side between Minarto Lane and Rickard Road	8	5	0	5	5	0	6	29	41
	260	Medium Priority	Narrem Parade	North Narrabeen	Mirrol Street	Rickard Road	Construct a 1.5m footpath in Narrem Parade on the southern side between Mirrol Street and Rickard Road	5	8	0	5	5	0	6	29	41
	261	Medium Priority	St Andrews Gate	Elanora Heights	Ties to existing at St Andrews Gate	Elanora Road	Construct a 1.5m footpath in St Andrews Gate on the northern side between existing St Andrews Gate and Elanora Road	8	0	0	5	10	0	6	29	41
	262	Medium Priority	Lumsden Avenue	Elanora Heights	Woorarra Avenue	Tie into existing footpath along lull	Construct a 1.5m footpath in Lumsden Avenue on the western side between Woorarra Avenue and lull Avenue	8	5	0	5	5	0	6	29	41
	263	Medium Priority	Haigh Avenue	Bellrose	Haigh Avenue	Haigh Avenue	Construct a 1.5m footpath in Haigh Avenue on the northern side between Haigh Avenue out-de-sic and Haigh Avenue	8	5	0	5	5	0	6	29	41

Medium Priority	Street Name	Suburb	Starting Point	End Point	Description	Attractors and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Score	Walking Plan Score	Total Score Scaled		
264	Medium Priority	Mariposa Road	Bigda Plateau	Wolombi Road	Farview Road	Construct a 1.5m footpath in Mariposa Road on the southern side between Wolombi Road and Farview Road	8	5	0	5	5	0	6	29	41
265	Medium Priority	Mariposa Road	Bigda Plateau	Farview Road	Mariposa Road	Construct a 1.5m footpath in Mariposa Road on the southern side between Farview Road and Mariposa Road cul-de-sac	5	8	0	5	5	0	6	29	41
266	Medium Priority	Daly Street	Bigda Plateau	Grandview Drive	The Outlook	Construct a 1.5m footpath in Daly Street on the eastern side between Grandview Drive and The Outlook	5	8	0	5	5	0	6	29	41
267	Medium Priority	York Terrace	Bigda Plateau	Grandview Drive	Raymond Road	Construct a 1.5m footpath in York Terrace on the western side between Grandview Drive and Raymond Road	5	8	0	5	5	0	6	29	41
268	Medium Priority	Wallumatta Road	Newport	Cheryl Crescent	Yachiview Avenue	Construct a 1.5m footpath in Wallumatta Road on the northern side between Cheryl Crescent and Yachiview Avenue	8	5	0	5	5	0	6	29	41
269	Medium Priority	Bellevards Parade	Mona Vale	Bellevards Parade	Mount Pleasant Avenue	Construct a 1.5m footpath in Bellevards Parade on the southern side between 1 Bellevards Parade and Mount Pleasant Avenue	8	5	0	5	5	0	6	29	41
270	Medium Priority	Woorarra Avenue	Elanora Heights	Elanora Road	Leumeah Avenue	Construct a 1.5m footpath in Woorarra Avenue on the southern side between Elanora Road and Leumeah Avenue	5	8	0	5	5	0	6	29	41
271	Medium Priority	Woorarra Avenue	North Narrabeen	Carefree Road	Woorarra Avenue	Construct a 1.5m footpath in Woorarra Avenue on the southern side between Carefree Road and 15 Woorarra Avenue	8	5	0	5	5	0	6	29	41
272	Medium Priority	Kitchener Street	Balgownie	Wangandille Street	Existing Path	Construct a 1.5m footpath in Kitchener Street on the northern side between 22 Kitchener Street and 36 Kitchener Street	10	5	0	8	0	0	6	29	41
273	Medium Priority	Wandilla Road	Alambie Heights	Existing Path	Nyngah Road	Construct a 1.5m footpath in Wandilla Road on the eastern side between Carrys Close and Nyngah Road	8	5	0	5	5	0	6	29	41
274	Medium Priority	Nyngah Road	Alambie Heights	Wandilla Road	Brinkling Avenue	Construct a 1.5m footpath in Nyngah Road on the southern side between Wandilla Road and Brinkling Avenue	8	5	0	5	5	0	6	29	41
275	Medium Priority	Coodale Place	Alambie Heights	Brinkling Avenue	Southern Cross Way	Construct a 1.5m footpath in Coodale Place on the southern side between Brinkling Avenue and Southern Cross Way	8	5	0	5	5	0	6	29	41
276	Medium Priority	Southern Cross Way	Alambie Heights	Coodale Place	Jennifer Avenue	Construct a 1.5m footpath in Southern Cross Way on the eastern side between Coodale Place and Jennifer Avenue	8	5	0	5	5	0	6	29	41
277	Medium Priority	Monserra Road	Alambie Heights	Alambie Road	Cozumundra Road	Construct a 1.5m footpath in Monserra Road on the western side between Alambie Road and Cozumundra Road	8	5	0	5	5	0	6	29	41
278	Medium Priority	Kirra Road	Alambie Heights	Alambie Road	Libys Cres	Construct a 1.5m footpath in Kirra Road on the southern side between Alambie Road and Libys Cres	8	5	0	5	5	0	6	29	41
279	Medium Priority	Ozone Parade	Dee Why	Lookout Avenue	Summit Avenue	Construct a 1.5m footpath in Ozone Parade on the eastern side between Lookout Avenue and Summit Avenue	8	0	0	5	10	0	6	29	41
280	Medium Priority	Roberson Road	North Curl Curl	Pitt Road	Austin Avenue	Construct a 1.5m footpath in Roberson Road on the western side between Pitt Road and Austin Avenue	8	0	0	5	10	0	6	29	41
281	Medium Priority	Headland Road	North Curl Curl	Ozone Parade	Austin Avenue	Construct a 1.5m footpath in Headland Road on the western side between Ozone Parade and Austin Avenue	8	0	0	5	10	0	6	29	41

	Medium Priority	Street Name	Suburb	Starting Point	End Point	Description	Attractions and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Score	Walking Plan Prior	Total Score Scaled		
	282	Medium Priority	Ozone Parade	Dee Why	Headland Road	Summit Avenue	Construct a 1.5m footpath in Ozone Parade on the eastern side between Headland Road and Summit Avenue	8	0	0	5	10	0	6	29	41
	283	Medium Priority	Keddie Street	Foresville	Vines Avenue	Deakin Street	Construct a 1.5m footpath in Keddie Street on the eastern side between Vines Avenue and Deakin Street	8	5	0	5	5	0	6	29	41
	284	Medium Priority	Yallumba Close	Foresville	Brown Street	Yallumba Close	Construct a 1.5m footpath in Yallumba Close on the southern side between Brown Street and Yallumba Close	8	5	0	5	5	0	6	29	41
	285	Medium Priority	Brown Street	Foresville	Yallumba Close	Keddie Street	Construct a 1.5m footpath in Brown Street on the southern side between Yallumba Close and Keddie Street	8	5	0	5	5	0	6	29	41
	286	Medium Priority	Edinburgh Road	Foresville	Arthur Street	Mawerna Close	Construct a 1.5m footpath in Edinburgh Road on the eastern side between Arthur Street and Mawerna Close	8	5	0	5	5	0	6	29	41
	287	Medium Priority	Sir Thomas Mitchell Drive	Davidson	Grimes Place	Broughton Street	Construct a 1.5m footpath in Sir Thomas Mitchell Drive on the eastern side between Grimes Place and Broughton Street	5	8	0	5	5	0	6	29	41
	288	Medium Priority	Sir Thomas Mitchell Drive	Davidson	Broughton Place	Elphinstone Place	Construct a 1.5m footpath in Sir Thomas Mitchell Drive on the eastern side between Broughton Place and Elphinstone Place	5	8	0	5	5	0	6	29	41
	289	Medium Priority	Stone Parade	Davidson	Sir Thomas Mitchell Drive	Vincent Place	Construct a 1.5m footpath in Stone Parade on the western side between Sir Thomas Mitchell Drive and Vincent Place	5	8	0	5	5	0	6	29	41
	290	Medium Priority	Elm Avenue	Belrose	Calcutt Crescent	Nabiac Avenue	Construct a 1.5m footpath in Elm Avenue on the western side between Calcutt Crescent and Nabiac Avenue	8	5	0	5	5	0	6	29	41
	291	Medium Priority	Ralston Avenue	Belrose	Elm Avenue	Windrush Avenue	Construct a 1.5m footpath in Ralston Avenue on the southern side between Elm Avenue and Windrush Avenue	8	5	0	5	5	0	6	29	41
	292	Medium Priority	Dundulla Road	Frenchs Forest	Adams Street	Ardley Avenue	Construct a 1.5m footpath in Dundulla Road on the eastern side between Adams Street and Ardley Avenue	8	5	0	5	5	0	6	29	41
	293	Medium Priority	Dundulla Road	Frenchs Forest	Ardley Avenue	Blaxland Street	Construct a 1.5m footpath in Dundulla Road on the eastern side between Ardley Avenue and Blaxland Street	8	5	0	5	5	0	6	29	41
	294	Medium Priority	Palanga Road	Frenchs Forest	Darren Street	Frenchs Forest Road East	Construct a 1.5m footpath in Palanga Road on the eastern side between Darren Street and Frenchs Forest Road East	0	5	8	5	5	0	6	29	41
	295	Medium Priority	Inverness Avenue	Frenchs Forest	Iris Street	Frenchs Forest Road East	Construct a 1.5m footpath in Inverness Avenue on the western side between Iris Street and Frenchs Forest Road East	5	5	0	8	5	0	6	29	41
	296	Medium Priority	Hurdle Avenue	Frenchs Forest	Iris Street	Frenchs Forest Road East	Construct a 1.5m footpath in Hurdle Avenue on the western side between Iris Street and Frenchs Forest Road East	5	5	0	8	5	0	6	29	41
	297	Medium Priority	Epping Drive	Frenchs Forest	Carnarvon Drive	Epping Drive	Construct a 1.5m footpath in Epping Drive on the northern side between Carnarvon Drive and Epping Drive	8	5	0	5	5	0	6	29	41
	298	Medium Priority	Rangers Retreat Road	Frenchs Forest	Kyogle Place	Kanya Street	Construct a 1.5m footpath in Rangers Retreat Road on the western side between Kyogle Place and Kanya Street	8	5	0	5	5	0	6	29	41
	299	Medium Priority	Kanya Street	Frenchs Forest	Pami Place	Rangers Retreat Road	Construct a 1.5m footpath in Kanya Street on the northern side between Pami Place and Rangers Retreat Road	8	5	0	5	5	0	6	29	41

MEDIUM PRIORITY	Street Name	Suburb	Starting Point	End Point	Description	Attractions and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Bliss Score	Walking Path Score	Score
300	Medium Priority	Willunga Crescent	Foresville	Arthur Street	Construct a 1.5m footpath in Willunga Crescent on the northern side between Arthur Street and Arthur Street	8	5	0	5	5	0	6	29
301	Medium Priority	Soldiers Avenue	Freshwater	Oliver Street	Construct a 1.5m footpath in Soldiers Ave. on the northern side between Oliver Street and Eric Street	10	8	0	5	0	0	6	29
302	Medium Priority	Woodgoda Street	North Balgowlah	Nimbin Street	Construct a 1.5m footpath in Woodgoda Street on the northern side between Taise Avenue and Nimbin Street	10	0	5	8	0	0	6	29
303	Medium Priority	Woodbine Street	North Balgowlah	Nimbin Street	Construct a 1.5m footpath in Woodbine Street on the southern side between Eileen Street and Nimbin Street	10	0	5	8	0	0	6	29
304	Medium Priority	Courins Road	Beacon Hill	Lea Road	Construct a 1.5m footpath in Courins Road on the western side between Cornick Road and Lea Road	10	8	0	5	0	0	6	29
305	Medium Priority	2 The Avenue	Collaroy	2 The Avenue	Construct a 1.5m footpath in The Avenue on the western side fronting 2 The Avenue	5	8	0	5	5	0	6	29
306	Medium Priority	Wesley Street	Elanora Heights	Foxall Street	Construct a 1.5m footpath in Wesley Street on the eastern side between Foxall Street and Powderworks Road	5	8	0	5	5	0	6	29
307	Medium Priority	Wesley Street	Elanora Heights	Powderworks Road	Construct a 1.5m footpath in Wesley Street on the eastern side between Powder Works Road and Foxall Street	5	8	0	5	5	0	6	29
308	Medium Priority	Iluka Road	Palm Beach	Nabilla Road	Construct a 1.5m footpath in Iluka Road on the eastern side between Nabilla Road and existing footpath at 37 Iluka Road	10	5	0	5	0	0	8	28
309	Medium Priority	Nabilla Road	Palm Beach	Iluka Road	Construct a 1.5m footpath in Nabilla Road on the northern side between Iluka Road and Barrerajoy Road	10	5	0	5	0	0	8	28
310	Medium Priority	Alma Street	Balgowlah Heights	Moore Street	Construct a 1.5m footpath in Alma Street on the northern side between 4 Alma Street and 16 Alma Street	8	8	0	0	5	0	6	27
311	Medium Priority	Highview Avenue	Manly Vale	Sunshine Street	Construct a 1.5m footpath in Highview Avenue on the eastern side between Sunshine Street and Kenneth Road	10	8	0	0	10	10	6	44
312	Medium Priority	Midred Avenue		Herring Parade	Construct a 1.5m footpath in Midred Avenue on the northern side between Herring Parade and Link Street	0	0	0	0	0	0	0	0
313	Medium Priority	Alfred Street	Cromer	Lagoon View Road	Construct a 1.5m footpath in Alfred Street on the eastern side between Lagoon View Road and Carawa Road	5	8	0	8	0	0	6	27
314	Medium Priority	Platau Road	Collaroy Plateau	Anzac Avenue	Construct a 1.5m footpath in Platau Road on the western side between Anzac Avenue and bus stop at 54 Platau Road	5	8	0	8	0	0	6	27
315	Medium Priority	Powderworks Road	Elanora Heights	Wesley Street	Construct a 1.5m footpath in Powderworks Road on the northern side fronting between Wesley Street and 213 Powderworks Road	5	8	0	8	0	0	6	27
316	Medium Priority	Daisy Street	Dea Why	Undercliffe Street	Construct a 1.5m footpath in Daisy Street on the western side between Undercliffe Street and Ties to Existing at Daisy Street	5	5	0	5	5	0	6	26
317	Medium Priority	Elmatta Road	Mona Vale	Berrana Crescent	Construct a 1.5m footpath in Elmatta Road on the southern side between Berrana Crescent and Turnetta Street	10	5	0	0	5	0	6	26

MEDIUM PRIORITY	Street Name	Suburb	Starting Point	End Point	Description	Attractions and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Spot Score	Walking Path Score	Score Total
318	Medium Priority	Terry Hills	Myocora Road	Myocora Road	Construct a 1.5m footpath in Myocora Road on the northern side between Myocora Road and Lanord Road	5	0	0	5	10	0	6	26
319	Medium Priority	Terry Hills	Mona Vale Road	Myocora Road	Construct a 1.5m footpath in Myocora Road on the western side between Mona Vale Road and Myocora Road	5	0	0	5	10	0	6	26
320	Medium Priority	Alamble Heights	Kentwell Road	Glial Place	Construct a 1.5m footpath in Kentwell Road on the eastern side between Kentwell Road and Glial Place	5	5	0	5	5	0	6	26
321	Medium Priority	Alamble Heights	Glial Place	Jennifer Avenue	Construct a 1.5m footpath in Jennifer Avenue on the eastern side between Glial Place and Jennifer Avenue	5	5	0	5	5	0	6	26
322	Medium Priority	Alamble Heights	Southern Cross Way	Brindang Avenue	Construct a 1.5m footpath in Brindang Avenue on the eastern side between Southern Cross Way and Brindang Avenue	5	5	0	5	5	0	6	26
323	Medium Priority	Alamble Heights	Derra Cross	Tobruk Avenue	Construct a 1.5m footpath in Tobruk Avenue on the northern side between Derra Cross and Tobruk Avenue	5	5	0	5	5	0	6	26
324	Medium Priority	Dee Why	Existing Path	Lookout Avenue	Construct a 1.5m footpath in Lookout Avenue on the eastern side between Existing Path and Lookout Avenue	5	0	0	5	10	0	6	26
325	Medium Priority	Foresville	Keddie Street	Salford Street	Construct a 1.5m footpath in Salford Street on the southern side between Keddie Street and Salford Street	5	5	0	5	5	0	6	26
326	Medium Priority	Foresville	Keddie Street	Lady Davidson Crt	Construct a 1.5m footpath in Lady Davidson Crt on the southern side between Keddie Street and Lady Davidson Crt	5	5	0	5	5	0	6	26
327	Medium Priority	Foresville	Salerno Street	Vines Avenue	Construct a 1.5m footpath in Vines Avenue on the eastern side between Salerno Street and Vines Avenue	5	5	0	5	5	0	6	26
328	Medium Priority	Foresville	Ryrie Avenue	Arthur Street	Construct a 1.5m footpath in Arthur Street on the eastern side between Ryrie Avenue and Arthur Street	5	0	0	5	10	0	6	26
329	Medium Priority	Davidson	Sir Thomas Mitchell Drive	End of Mathews Street	Construct a 1.5m footpath in Mathews Street on the southern side between Sir Thomas Mitchell Drive and End of Mathews Street	5	5	0	5	5	0	6	26
330	Medium Priority	Belrose	Nabiac Avenue	Calcut Crescent	Construct a 1.5m footpath in Calcut Crescent on the western side between Nabiac Avenue and Calcut Crescent	5	5	0	5	5	0	6	26
331	Medium Priority	Frenchs Forest	Cadown Street	Jindabyne Street	Construct a 1.5m footpath in Jindabyne Street on the northern side between Cadown Street and Jindabyne Street	5	5	0	5	5	0	6	26
332	Medium Priority	Frenchs Forest	Blackland Street	Trigallana Place	Construct a 1.5m footpath in Trigallana Place on the eastern side between Blackland Street and Trigallana Place	5	5	0	5	5	0	6	26
333	Medium Priority	Frenchs Forest	Irish Street	Poulton Parade	Construct a 1.5m footpath in Poulton Parade on the eastern side between Irish Street and Poulton Parade	5	5	0	5	5	0	6	26
334	Medium Priority	Frenchs Forest	Paxon Street	Jindabyne Avenue	Construct a 1.5m footpath in Jindabyne Avenue on the southern side between Paxon Street and Jindabyne Avenue	5	5	0	5	5	0	6	26
335	Medium Priority	Frenchs Forest	Irish Street	Frenchs Forest Road East	Construct a 1.5m footpath in Frenchs Forest Road East on the western side between Irish Street and Frenchs Forest Road East	5	5	0	5	5	0	6	26

MEDIUM PRIORITY	Street Name	Suburb	Starting Point	End Point	Description	Attractions and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Spot Score	Walking Path Score	Score
336 Medium Priority	Bimbadeen Crescent	Frenchs Forest	Romford Road	Ifford Road	Construct a 1.5m footpath in Bimbadeen Crescent on the southern side between Romford Road and Ifford Road	5	5	0	5	5	0	6	37
337 Medium Priority	Bimbadeen Crescent	Frenchs Forest	Ifford Road	Nandi Avenue	Construct a 1.5m footpath in Bimbadeen Crescent on the southern side between Ifford Road and Nandi Avenue	5	5	0	5	5	0	6	37
338 Medium Priority	Nandi Place	Frenchs Forest	Gare Place	24 Nandi Place	Construct a 1.5m footpath in Nandi Place on the western side between Gare Place and 24 Nandi Place	5	5	0	5	5	0	6	37
339 Medium Priority	Rathoven Parade	Killarney Heights	Dunrow Avenue	Ennmett Place	Construct a 1.5m footpath in Rathoven Parade on the southern side between Dunrow Avenue and Ennmett Place	5	5	0	5	5	0	6	37
340 Medium Priority	Rathoven Parade	Killarney Heights	Ennmett Place	Goldsmith Avenue	Construct a 1.5m footpath in Rathoven Parade on the southern side between Ennmett Place and Goldsmith Avenue	5	5	0	5	5	0	6	37
341 Medium Priority	Ballyshannon Road	Killarney Heights	Kilala Avenue	Finlan Avenue	Construct a 1.5m footpath in Ballyshannon Road on the southern side between Kilala Avenue and Finlan Avenue	10	5	0	0	5	0	6	37
342 Medium Priority	Basset Street	Mona Vale	Mona Street	Jocka Place	Construct a 1.5m footpath in Basset Street on the northern side between Mona Street and Jocka Place	10	5	0	5	0	0	6	37
343 Medium Priority	Bellevalde Parade	Mona Vale	15 Bellevalde Parade	1 Bellevalde Parade	Construct a 1.5m footpath in Bellevalde Parade eastern side between 1 Bellevalde Parade and 15 Bellevalde Parade	10	5	0	5	0	0	6	37
344 Medium Priority	Darley Street	Mona Vale	65 Darley Street	65 Darley Street	Construct a 1.5m footpath in Darley Street on the southern side forming 65 Darley Street	10	5	0	5	0	0	6	37
345 Medium Priority	Stuart Street	Newport	Queens Parade	Gladstone Street	Construct a 1.5m footpath in Stuart Street on the western side between Queens Parade and Gladstone Street	10	5	0	5	0	0	6	37
346 Medium Priority	Joseph Street	Avalon Beach	Queens Avenue	George Street	Construct a 1.5m footpath in Joseph Street on the eastern side between Queens Avenue and George Street	10	5	0	5	0	0	6	37
347 Medium Priority	Elvina Street	Avalon Beach	Queens Avenue	Joseph Street	Construct a 1.5m footpath in Queens Avenue on the northern side between Joseph Street and Elvina Street	10	5	0	5	0	0	6	37
348 Medium Priority	Cohen Street	Fairlight	Griffiths Street	Hill Street	Construct a 1.5m footpath in Griffiths Street on the southern side between Cohen Street and 31 Hill Street (corner block)	10	0	5	5	0	0	6	37
349 Medium Priority	Yatanna Street	Seabrook	27 Yatanna Street	Baringa Avenue	Construct a 1.5m footpath in Yatanna Street on the southern side between Baringa Avenue and 27 Yatanna Street	10	0	5	5	0	0	6	37
350 Medium Priority	Kirkwood Street	Seabrook	Burnt Street	Judith Street	Construct a 1.5m footpath in Kirkwood Street on the western side between Burnt Street and Judith Street	10	0	5	5	0	0	6	37
351 Medium Priority	Haigh Avenue	Belfrage	Elm Avenue	Pingie Avenue	Construct a 1.5m footpath in Haigh Avenue on the northern side between Elm Avenue and Pingie Avenue	10	5	0	5	0	0	6	37
352 Medium Priority	Rodborough Road	Frenchs Forest	Rodborough Road	Rodborough Road	Construct a 1.5m footpath in Rodborough Road on the northern side forming Australia Post	10	5	0	5	0	0	6	37
353 Medium Priority	Rodborough Road	Frenchs Forest	Rodborough Road	Rodborough Road	Construct a 1.5m footpath in Rodborough Road on the northern side forming 12 Rodborough Road	10	5	0	5	0	0	6	37

MEDIUM PRIORITY	Street Name	Suburb	Starting Point	End Point	Description	Attractions and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Spot Score	Walking Path Score	Score Scaled	
354	Medium Priority	Greystones Road	Kilamey Heights	Starkey Street	Malwood Avenue	Construct a 1.5m footpath in Greystones Road on the southern side between Malwood Avenue and Starkey Street	10	5	0	5	0	0	26	37
355	Medium Priority	Nicholas Avenue	Forestville	Starkey Street	Cook Street	Construct a 1.5m footpath in Nicholas Avenue on the northern side between Cook Street and Starkey Street	10	5	0	5	0	0	26	37
356	Medium Priority	Earl Street	Beacon Hill	Mary Street	Warringah Road	Construct a 1.5m footpath in Earl Street on the eastern side between Mary Street and Warringah Road	10	5	0	0	5	0	26	37
357	Medium Priority	Samaranda Road	Altamble Heights	Ingelbar Avenue	9 Samaranda Road	Construct a 1.5m footpath in Samaranda Avenue on the northern side between Ingelbar Avenue and 9 Samaranda Road	10	5	0	5	0	0	26	37
358	Medium Priority	Prince Alfred Parade	Newport	Imbell Road	Ties to Existing	Construct a 1.5m footpath in Prince Alfred Parade on the western side between Imbell Road and Ties to Existing	0	0	0	8	10	0	24	34
359	Medium Priority	Palm Beach Road	Palm Beach	Palm Beach Road	Sunrise Road	Construct a 1.5m footpath in Palm Beach Road on the eastern side between Palm Beach Road and Sunrise Road	8	0	0	5	5	0	24	34
360	Medium Priority	Brindling Avenue	Altamble Heights	Kentwell Road	Nyngang Road	Construct a 1.5m footpath in Brindling Avenue on the eastern side between Kentwell Road and Nyngang Road	8	5	0	0	5	0	24	34
361	Medium Priority	Iris Street	Beacon Hill	Marabuh Place	Oxford Falls Road	Construct a 1.5m footpath in Iris Street on the northern side between Marabuh Place and Oxford Falls Road	5	0	0	8	5	0	24	34
362	Medium Priority	Iris Street	Frenchs Forest	Romford Road	Hurdle Avenue	Construct a 1.5m footpath in Iris Street on the southern side between Romford Road and Hurdle Avenue	0	5	0	8	5	0	24	34
363	Medium Priority	Wyndra Avenue	Freshwater	Oliver Street	Eric Street	Construct a 1.5m footpath in Wyndra Ave on the southern side between Oliver Street and Eric Street	10	8	0	0	0	0	24	34
364	Medium Priority	Alfred Street	Cromer	Ryrie Avenue	Carawa Road	Construct a 1.5m footpath in Alfred Street on the western side between Ryrie Avenue and Carawa Road	5	8	0	5	0	0	24	34
365	Medium Priority	Anzac Avenue	Collaroy Plateau	Parkies Road	Plateau Road	Construct a 1.5m footpath in Anzac Avenue on the northern side between Parkies Road and Plateau Road	5	8	0	5	0	0	24	34
366	Medium Priority	The Avenue	Collaroy	Jenkins Street	17 The Avenue	Construct a 1.5m footpath in The Avenue on the eastern side between Jenkins Street and 17 The Avenue	5	8	0	5	0	0	24	34
367	Medium Priority	The Avenue	Collaroy	12 The Avenue	12 The Avenue	Construct a 1.5m footpath in The Avenue on the western side fronting 12 The Avenue	5	8	0	5	0	0	24	34
368	Medium Priority	Powderworks Road	Elanora Heights	Wesley Street	159 Powderworks Road	Construct a 1.5m footpath in Powderworks Road on the northern side fronting between Wesley Street and 159 Powderworks Road	5	8	0	5	0	0	24	34
369	Medium Priority	Lofus Street	Narrabeen	Lagoon Street	3 Lofus Street	Construct a 1.5m footpath in Lofus Street on the northern side fronting between Lagoon Street and 3 Lofus Street	5	8	0	5	0	0	24	34
370	Medium Priority	Wallumatta Road	Newport	Yachiew Avenue	Herbert Avenue	Construct a 1.5m footpath in Wallumatta Road on the northern side between Yachiew Avenue and Herbert Avenue	0	5	0	5	5	0	21	30
371	Medium Priority	Bakers Road	Church Point	Comchoe Road	Pittwater Road	Construct a 1.5m footpath in Bakers Road on the southern side between Comchoe Road and Pittwater Road	0	5	0	5	5	0	21	30

MEDIUM PRIORITY	Street Name	Suburb	Starting Point	End Point	Description	Attractions and Generators Score	School Score	Safety Score	Hierarchy Score	Continuity Score	Blind Spot Score	Walking Path Score	Score Total
372 Medium Priority	Lilya Cres	Alamille Heights	Tobruk Avenue	Kirra Road	Construct a 1.5m footpath in Lilya Cres on the northern side between Tobruk Avenue and Kirra Road	5	5	0	0	0	5	0	21
373 Medium Priority	Robinson Road	North Curl Curl	Pitt Road	Existing Path	Construct a 1.5m footpath in Robinson Road on the eastern side between Pitt Road and Existing Path	5	0	0	0	0	10	0	20
374 Medium Priority	Blighs Road	Cromer	Woodward Street	Cromer Road	Construct a 1.5m footpath in Blighs Road on the southern side between Woodward Street and Cromer Road	5	0	0	0	5	5	0	21
375 Medium Priority	Elm Avenue	Belrose	Calcut Crescent	Ralston Avenue	Construct a 1.5m footpath in Elm Avenue on the western side between Calcut Crescent and Ralston Avenue	0	5	0	0	5	5	0	21
376 Medium Priority	The Esplanade	Frenchs Forest	Jindabyne Street	Comeroy Crescent	Construct a 1.5m footpath in The Esplanade on the northern side between Jindabyne Street and Comeroy Crescent	0	5	0	0	5	5	0	21
377 Medium Priority	The Esplanade	Frenchs Forest	Comeroy Crescent	Kurrajong Road	Construct a 1.5m footpath in The Esplanade on the northern side between Comeroy Crescent and Kurrajong Road	0	5	0	0	5	5	0	21
378 Medium Priority	The Esplanade	Frenchs Forest	Kurrajong Road	Burradoo Street	Construct a 1.5m footpath in The Esplanade on the western side between Kurrajong Road and Burradoo Street	0	5	0	0	5	5	0	21
379 Medium Priority	Iris Street	Frenchs Forest	Hurdle Avenue	Harrison Avenue	Construct a 1.5m footpath in Iris Street on the southern side between Hurdle Avenue and Harrison Avenue	0	5	0	0	5	5	0	21
380 Medium Priority	Stanley Street	Kilamey Heights	Ballina Avenue	Connemara Avenue	Construct a 1.5m footpath in Stanley Street on the southern side between Ballina Avenue and Connemara Avenue	5	5	0	0	0	5	0	21
381 Medium Priority	Stanley Street	Kilamey Heights	Connemara Avenue	Westmeath Avenue	Construct a 1.5m footpath in Stanley Street on the southern side between Connemara Avenue and Westmeath Avenue	5	5	0	0	0	5	0	21
382 Medium Priority	Ethie Road	Alamille Heights	Wyrama Street	Government Road	Construct a 1.5m footpath in Ethie Road on the southern side between Wyrama Street and Government Road	0	0	0	0	5	10	0	21
383 Medium Priority	Darley Street West	Mona Vale	159 Darley Street West	Public Pathway	Construct a 1.5m footpath in Darley Street West on the southern side between 159 Darley Street West to public pathway	10	5	0	0	0	0	0	21
384 Medium Priority	Marelyn Road	Belrose	Dakara Drive	Glen Street	Construct a 1.5m footpath in Marelyn Road on the eastern side between Dakara Drive and Glen Street	10	5	0	0	0	0	0	21
385 Medium Priority	Powderworks Road	Elmora Heights	Wesley Street	159 Powderworks Road	Construct a 1.5m footpath in Powderworks Road on the northern side fronting between Wesley Street and 159 Powderworks Road	5	8	0	0	0	0	0	19
386 Medium Priority	Wander Road	Frenchs Forest	Jindabyne Street	Burradoo Street	Construct a 1.5m footpath in Wander Road on the southern side between Jindabyne Street and Burradoo Street	0	0	0	0	5	5	0	16
387 Medium Priority	Corymbia	Frenchs Forest	Burradoo Street	Crowea Place	Construct a 1.5m footpath in Corymbia on the southern side between Burradoo Street and Crowea Place	0	0	0	0	5	5	0	16
388 Medium Priority	The Esplanade	Frenchs Forest	Burradoo Street	Carnarvon Drive	Construct a 1.5m footpath in The Esplanade on the western side between Burradoo Street and Carnarvon Drive	0	0	0	0	5	5	0	16

Northern Beaches Walking Plan

Community Engagement Report

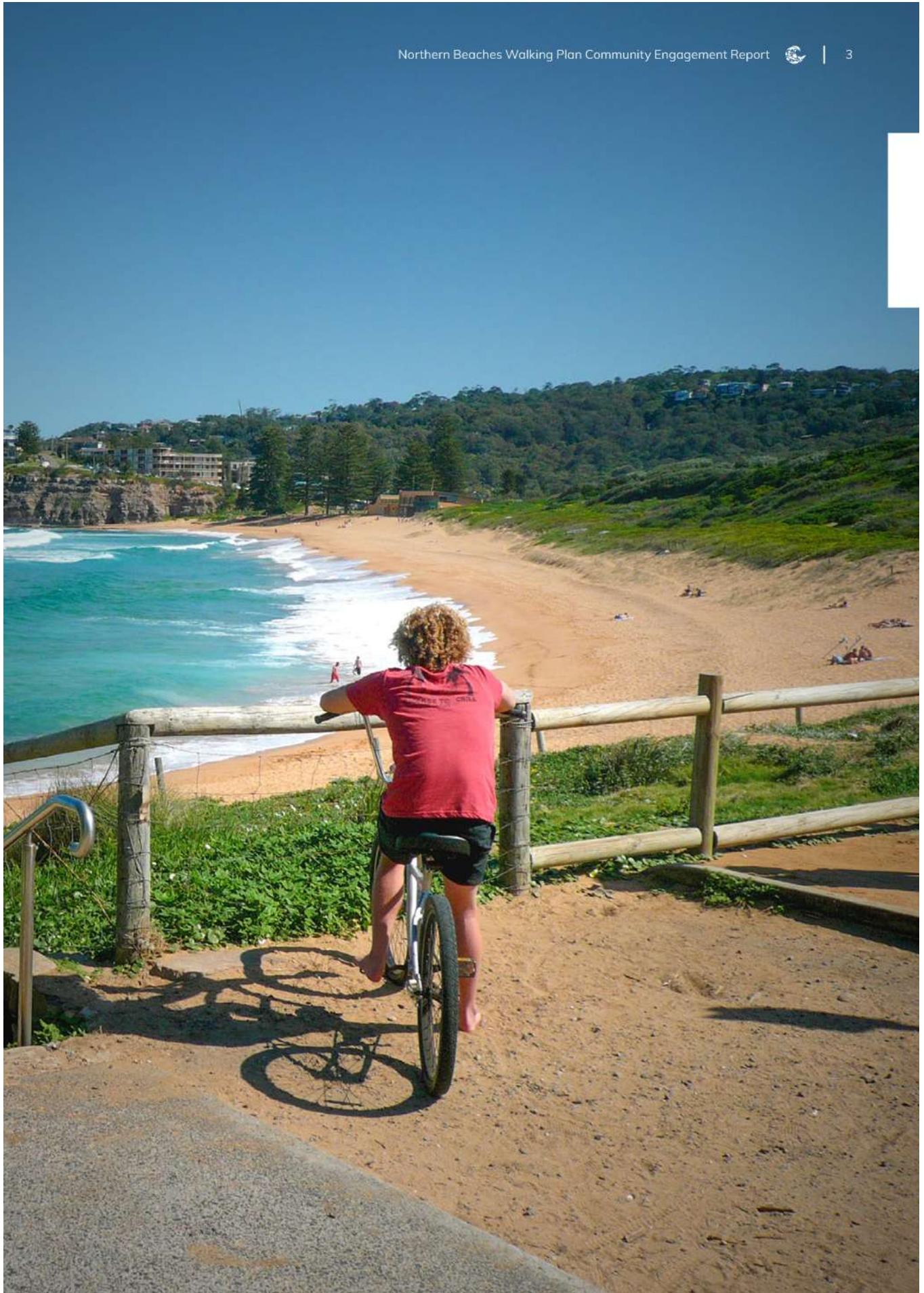
May 2018



northern
beaches
council

Table of Contents

1.0	Introduction	0
2.0	Key findings	0
2.1	Engagement outcomes	0
2.2	Key findings	0
3.0	Background	0
3.1	Engagement objective	0
3.2	Engagement approach	0
3.3	Engagement activities	0
4.0	Detailed community feedback	0
4.1	Interactive map	0
4.2	Have Your Say feedback form	0
4.3	Facebook posts	0
4.4	Written comments	0
4.5	Stakeholder comments	0
	Appendix A - Streets mentioned by participant	0
	Appendix B - Interactive mapping system comments	0
	Appendix C - Have Your Say comments	0
	Appendix D - Summary of written comments	0



1.0 Introduction

Northern Beaches Council is currently developing the Northern Beaches Walking Plan which will integrate the previous footpath schedules adopted by the former Councils of Pittwater and Warringah and future footpaths identified by the former Manly Council. Ultimately, the Northern Beaches Walking Plan will outline a priority footpath schedule to lead Council's future footpath program. Bitzios Consulting were engaged in December 2017 to work with Council to develop the Northern Beaches Walking Plan.

The Northern Beaches Walking Plan will help Council to provide a connected footpath network, which will encourage and support people to choose walking as a preferred mode of transport. Greater use of active transport will help to reduce vehicle use and traffic congestion, and help to create healthy lifestyles and socially interactive and vibrant places for the Northern Beaches community.

Currently, new footpaths are one of the most requested assets from Northern Beaches residents. Therefore, it was important to work with the community to develop the Northern Beaches Walking Plan.

This report documents the first phase of community and stakeholder engagement implemented to support the development of the Northern Beaches Walking Plan. It documents:

- key findings and outcomes
- the community and stakeholder engagement activities
- the community and stakeholder feedback captured during the engagement activities.

The engagement process commenced with the Northern Beaches Walking Plan page on Council's Your Say website page going 'live'. This page included links to an online Have Your Say feedback form and an interactive map. The opportunity to comment using the online tools closed on 4 March 2018.

In addition to the online tools, Council hosted 16 community drop-in sessions in 13 suburbs across the Northern Beaches Council area. These sessions were held between February and March

2018, in local neighbourhoods.

Community input during the engagement process provided detail on current challenges and opportunities for potential improvements across the Northern Beaches walking network. This community input was provided by:

- 816 pins dropped on the interactive map
- 290 feedback forms completed through the Have Your Say page
- 712 attendees across the 16 community drop-in sessions
- nine written comments from residents
- one stakeholder submission from Northern Area Health Promotions
- one submission from Allambie Heights Probus Club

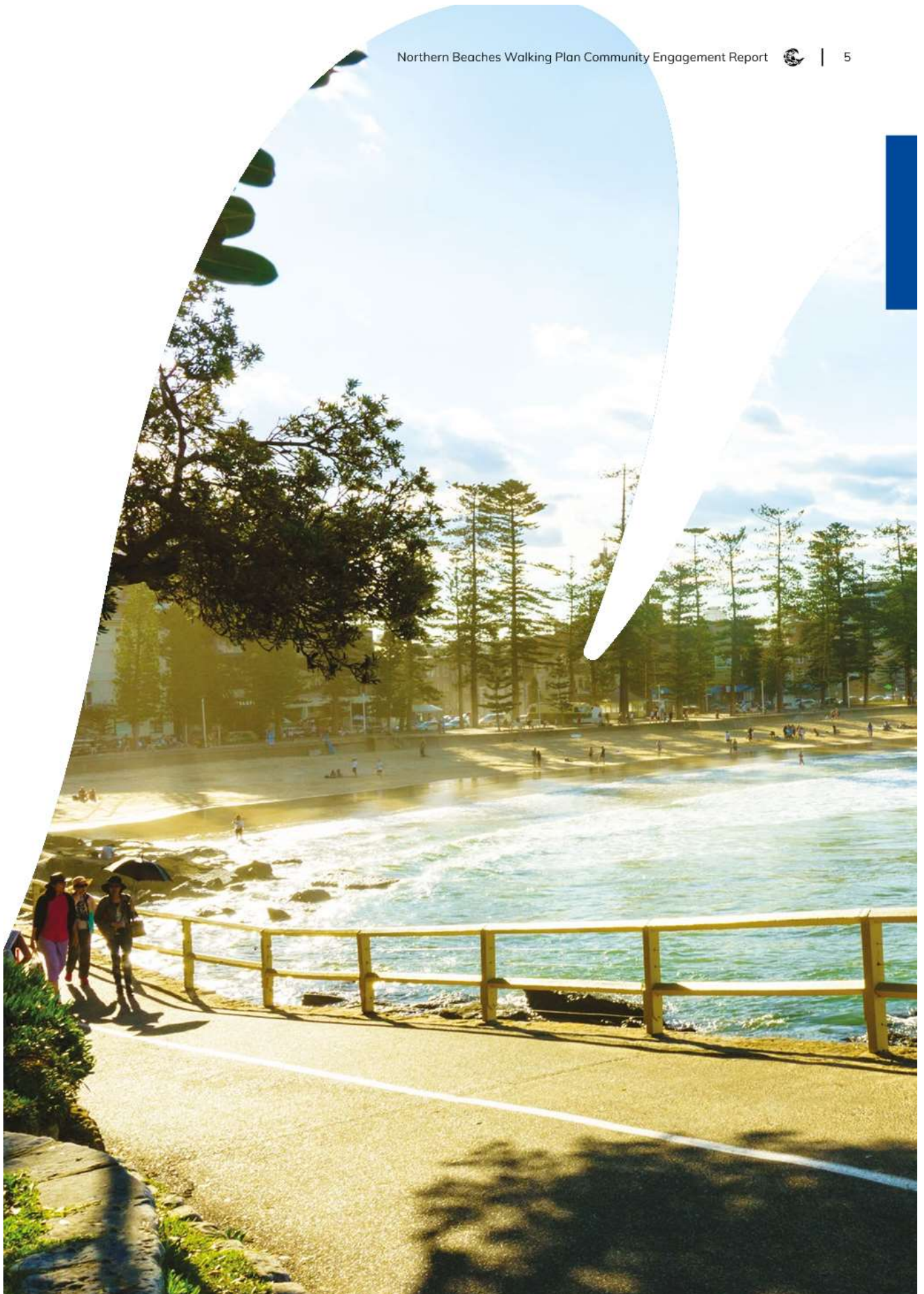
Common themes emerged throughout the community engagement process. These common themes provide insight into community priorities and include:

- pedestrian safety, primarily in those areas where community members indicated that they need to walk on the road due to the lack of a footpath
- access to and from schools
- missing links and continuity of existing paths
- connectivity to key attractors, particularly schools, shops and public transport
- width of current footpaths to accommodate different users.

The next steps are for Council and their consultant team to develop the draft Northern Beaches Walking Plan. Key stakeholders and the broader community will have the opportunity to comment on the draft Northern Beaches Walking Plan and draft footpath schedule when the plan is placed on public exhibition following endorsement from Council late 2018.

This community engagement report was prepared





2.0 Key findings

The level of involvement in the Northern Beaches Walking Plan engagement process demonstrates the importance of pedestrian infrastructure to the local community. The feedback and comments received through the two online tools and the community drop-in sessions provide insights that will help to inform Council's approach to improving the current walking network in the Northern Beaches area.

Analysis of community input reveals common themes and clear areas of community interest, particularly in relation to pedestrian safety and connectivity to key attractors. This section documents an overview of these common themes and key findings for Council to consider in developing the Northern Beaches Walking Plan.





2.1 Engagement outcomes

The community input obtained during the engagement process provides a clear picture of community interests and concerns. The 816 pins and comments dropped, the 290 feedback forms submitted, and the high level of participation at the community drop-in sessions demonstrate community interest in the walking network.

Participants in the engagement process mostly commented on missing links and new footpaths in specific locations, and the safety implications for children and adults that choose to walk on the road in some locations because a footpath is not provided.

The current width of footpaths was also mentioned by participants, as future paths need to accommodate different users. Special attention was given to people pushing prams and people using wheelchairs, as they need wider spaces to move without affecting other type of users.

Connectivity to key attractors such as schools, shopping centres and public transport was repeatedly mentioned by participants. Participants considered that improving these links would improve walking networks in the Northern Beaches area. Quality of paths was also identified as a concern as some participants found that uneven surfaces and tree roots can represent hazards for people with disabilities or reduced mobility.

Participants were able to identify specific streets, and their perception about the particular issues associated with these streets, through the feedback forms. Streets mentioned most frequently, by ward, are listed below. A complete list of streets mentioned by participants is included in Appendix A.

Typically, these streets were identified by participants as the main links to and from local schools. As such, they were regarded by participants as being priorities for improved pedestrian infrastructure, particularly where a footpath would encourage people to not walk on the road.

2.2 Key findings

The high level of community interest in upgrading and extending the current walking network represents an opportunity for the Northern Beaches Council. Residents are clearly interested in pedestrian infrastructure and are likely to be interested in the ongoing development and implementation of the Northern Beaches Walking Plan.

There is also clear community interest in encouraging school-aged children to use footpaths to commute to and from schools. As such, the provision of footpaths near schools is seen as a priority. These infrastructure upgrades have the potential to provide long-term benefits as children may continue using the walking network as part of their daily lives when adults.

Accessibility and provision of infrastructure that accommodates people with disabilities and reduced mobility should also be seen as an investment for all residents and visitors. The ability to access key locations and enjoy their benefits regardless of individual mobility is recognised by the community as being important.

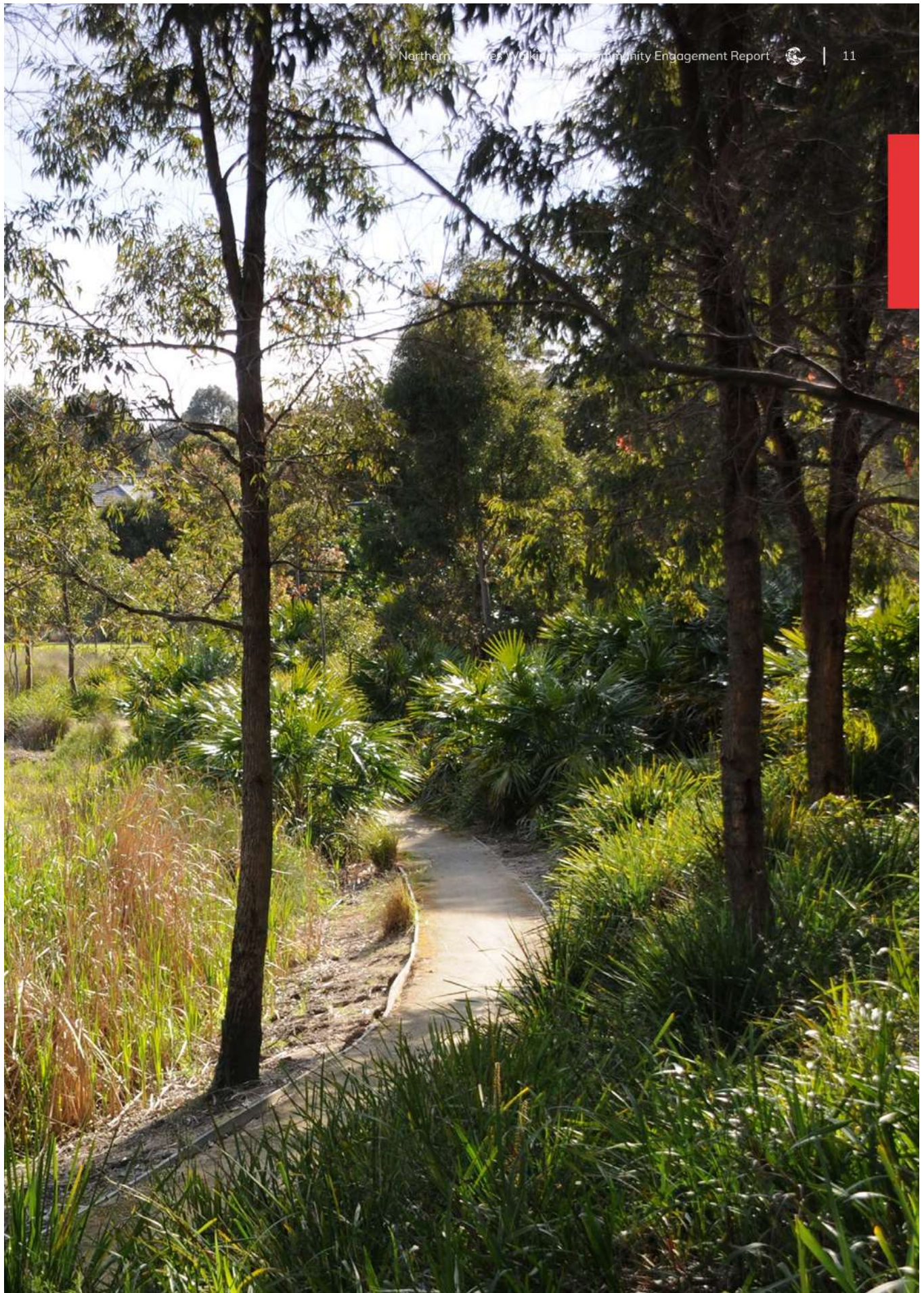
Prioritising projects is a key element of the walking plan. The outcomes of the engagement process will inform this prioritisation process and Council will be in a position to link prioritised projects to community input.

As part of the development of the walking plan, it will be crucial for Council to clearly communicate that dropping a pin on the interactive map or mentioning a particular street in a feedback form helped to identify projects across the Northern Beaches area. However, this level of participation does not directly translate into a project being delivered in locations that an individual has nominated. Council will need to manage these expectations carefully, by clearly communicating that project prioritisation and delivery are directly dependent on available funding.

Given community interest and participation in the walking plan engagement process, there is an opportunity for Council to harness this enthusiasm by encouraging community-led initiatives. For example, the emphasis on safety and access to schools could translate into community members taking up the opportunity to work with their local school to participate in the Active 2 School fitness program.

3.0 Background





3.1 Engagement objective

The goal of the Northern Beaches Walking Plan community engagement process is to build awareness and seek participation from diverse groups within the community to achieve an integrated walking network across the Northern Beaches.

The engagement process was designed to capture community input that would help inform Council's provision of an inclusive, accessible and safe walking network for both residents and visitors to the Northern Beaches area. Council was particularly interested in capturing community input in relation to identifying:

- missing links or pedestrian connections
- the need for new footpaths
- possible safety improvements
- accessibility
- opportunities for improved amenity.

3.2 Engagement approach

The community engagement process commenced with the Northern Beaches Walking Plan page on Council's Your Say website going 'live' on 23 November 2017. This page included links to an online Have Your Say feedback form and an interactive map. The opportunity to comment using the online tools closed on 4 March 2018.

In addition to the online tools, Council hosted 16 community drop-in sessions in 13 suburbs across the Northern Beaches Council area. These sessions were held in local neighbourhoods so that Council could have conversations with people when they were out in their local area. These sessions were held during February and March 2018.

As part of the process, it was important to capture input from a range of individuals representing diverse community interests including schools, pre-schools, people with reduced mobility, older people, and recreational groups.

3.3 Engagement activities

This section of the report provides an overview of the community drop-in sessions, interest group workshops, online survey and online interactive map.



3.3.1 Community drop-in sessions

Sixteen community drop-in sessions were held during February and March 2018. Drop-in sessions were arranged to take place in areas with a high level of community interest identified through the interactive map and feedback received through Your Say. Table 1 provides the details for the community drop-in sessions.

Location	Date	Time	Number of attendees
North Balgowlah	13/02/2018	9am - 11am	35
Forestville	13/02/2018	1.30pm - 3.30pm	94
Balgowlah Stocklands	14/02/2018	9am - 11am	40
Seaforth	14/02/2018	1.30pm - 3.30pm	15
Narraweena	15/02/2018	9am - 11am	30
Warriewood - The Beaches Market	16/02/2018	8am - 1pm	69
Balgowlah Stocklands	17/02/2018	9am - 12pm	54
Avalon	19/02/2018	9am - 11am	60
Mona Vale	19/02/2018	1.30pm - 3.30pm	68
Dee Why - Walter Gors Park	20/02/2018	9am - 11am	14
Collaroy Plateau	20/02/2018	1.30pm - 3.30pm	11
Elanora Heights	21/02/2018	9am - 11am	44
Terrey Hills	21/02/2018	1.30pm - 3.30pm	13
Allambie Heights	22/02/2018	9am - 11am	38
Warriewood - The Beaches Market	23/02/2018	8am - 1pm	33
Forestville	24/02/2018	9am - 12pm	94

Table 1: Community Drop-in sessions

Community feedback provided by visitors to the drop-in sessions was captured in the interactive map by representatives of the project team. The community drop-in sessions were attended by 712 community members. Figure 1 shows the percentage of attendees at each session.

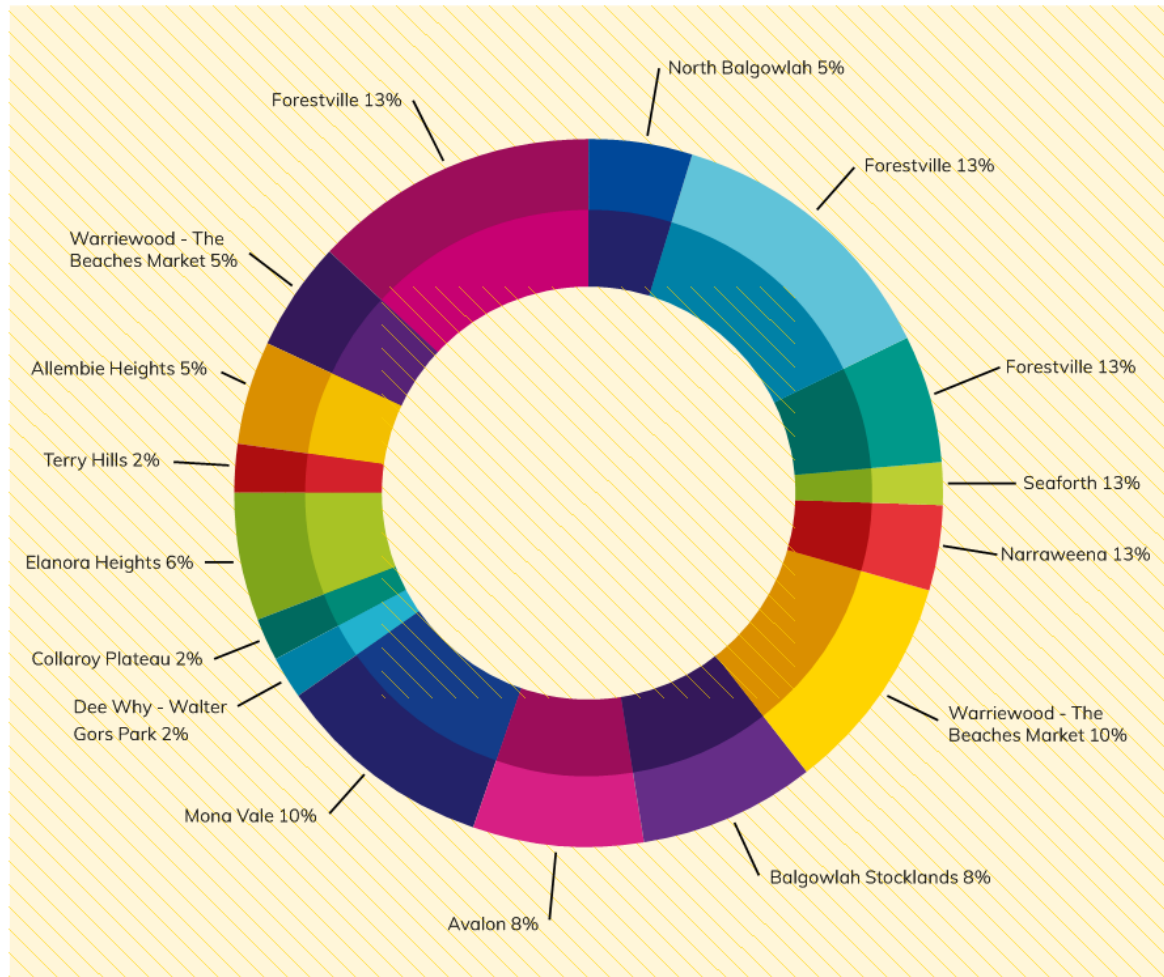


Figure 1: Northern Beaches Walking Plan drop-in sessions summary.

3.3.2 Online interactive map

A link to an interactive map was provided on the project page on Council's Your Say engagement website. This interactive map enabled community members to 'drop pins' to share their ideas and comments and identify existing active transport network challenges and opportunities for improvement. Comments were received from 23 November 2017 to 4 March 2018.

A total of 816 pins were dropped on the interactive map by 564 participants. Figure 2 illustrates where the pins (and comments) were clustered across the local government area.

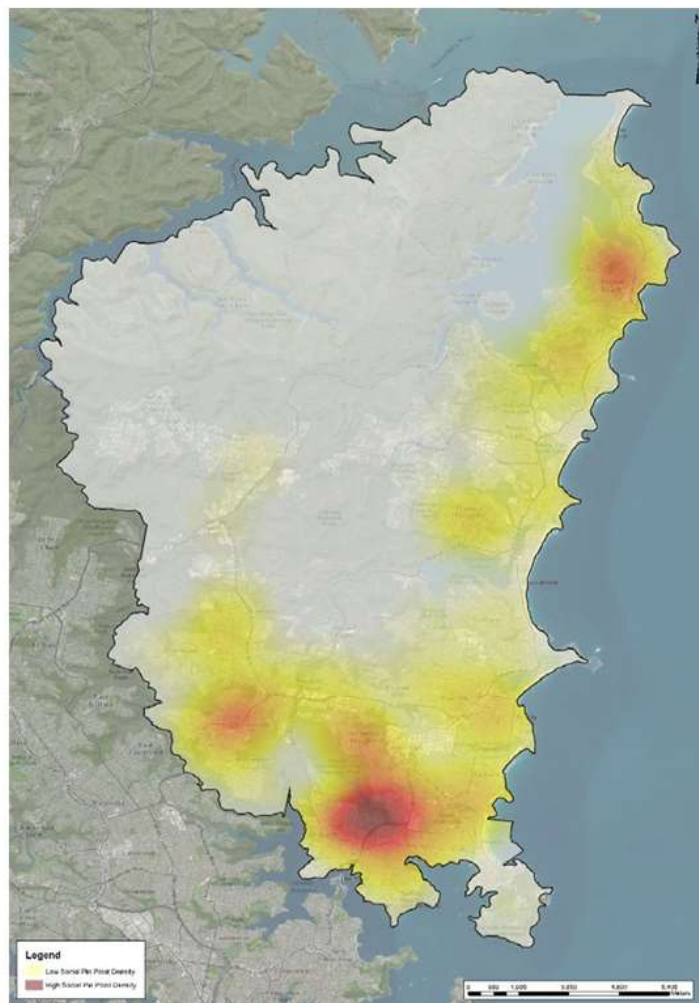


Figure 2: Heat map of pins dropped in the Northern Beaches Council area.

3.3.3 Have Your Say feedback form

A link to a feedback form was provided on the project page on Council's Your Say engagement website. The feedback form enabled community members to:

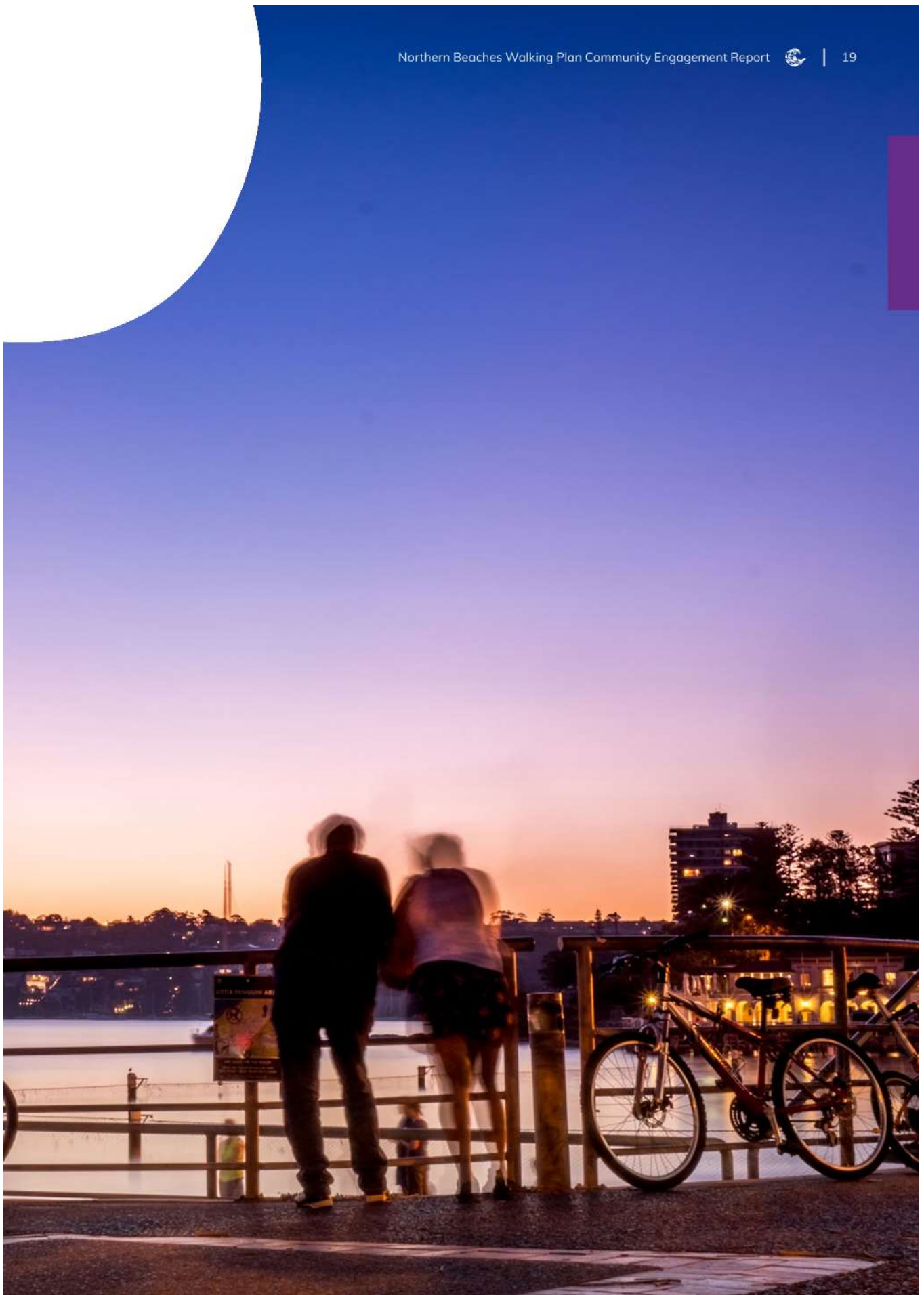
- comment and provide feedback about the need for connecting linkages for the footpath network across the Northern Beaches
- identify locations for upgraded or new infrastructure, including details such as suburb, street and side of the road
- outline the reasons why their ideas and suggested connections and linkages were important for the broader community
- provide additional comments.

A total of 290 feedback forms were received between 23 November 2017 and 4 March 2018.

4.0 Detailed community feedback

This section provides analysis of the feedback from community members captured through the interactive map, the feedback form, Facebook comments and written comments.





4.1 Interactive map

A number of common themes emerged during analysis of the feedback captured through the interactive map. This section summarises the common themes, relevant needs and potential opportunities for improvement by ward. A complete list of individual comments by ward is included in Appendix B.

A total of 816 pins were dropped around the Northern Beaches Council area.

Provision of new footpaths was the most recurrent concern across all wards with 58.5% of comments identifying an opportunity for a new footpath. Missing links were also a critical topic, with 24.5% of participants making comments in relation to this.

The remainder of participants dropped pins related to:

- links to schools (6% of participants)
- disability and mobility (5.5% of participants)
- links to sports and community facilities (3% of participants)
- links to public transport (2.4% of participants).

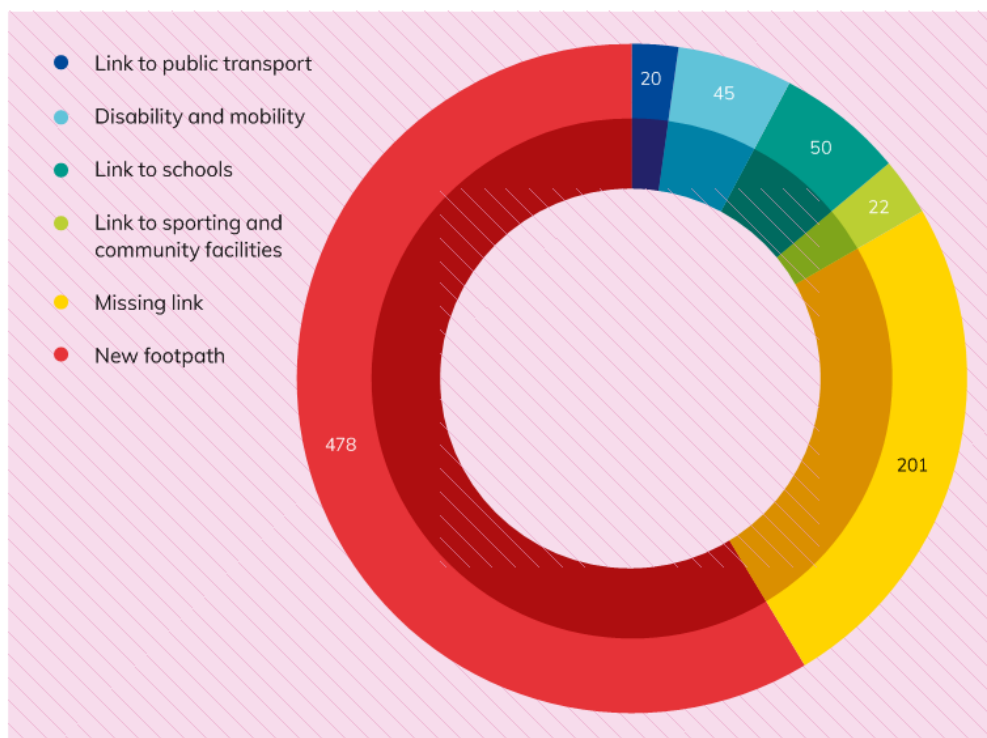


Figure 3: Common themes mentioned by participants

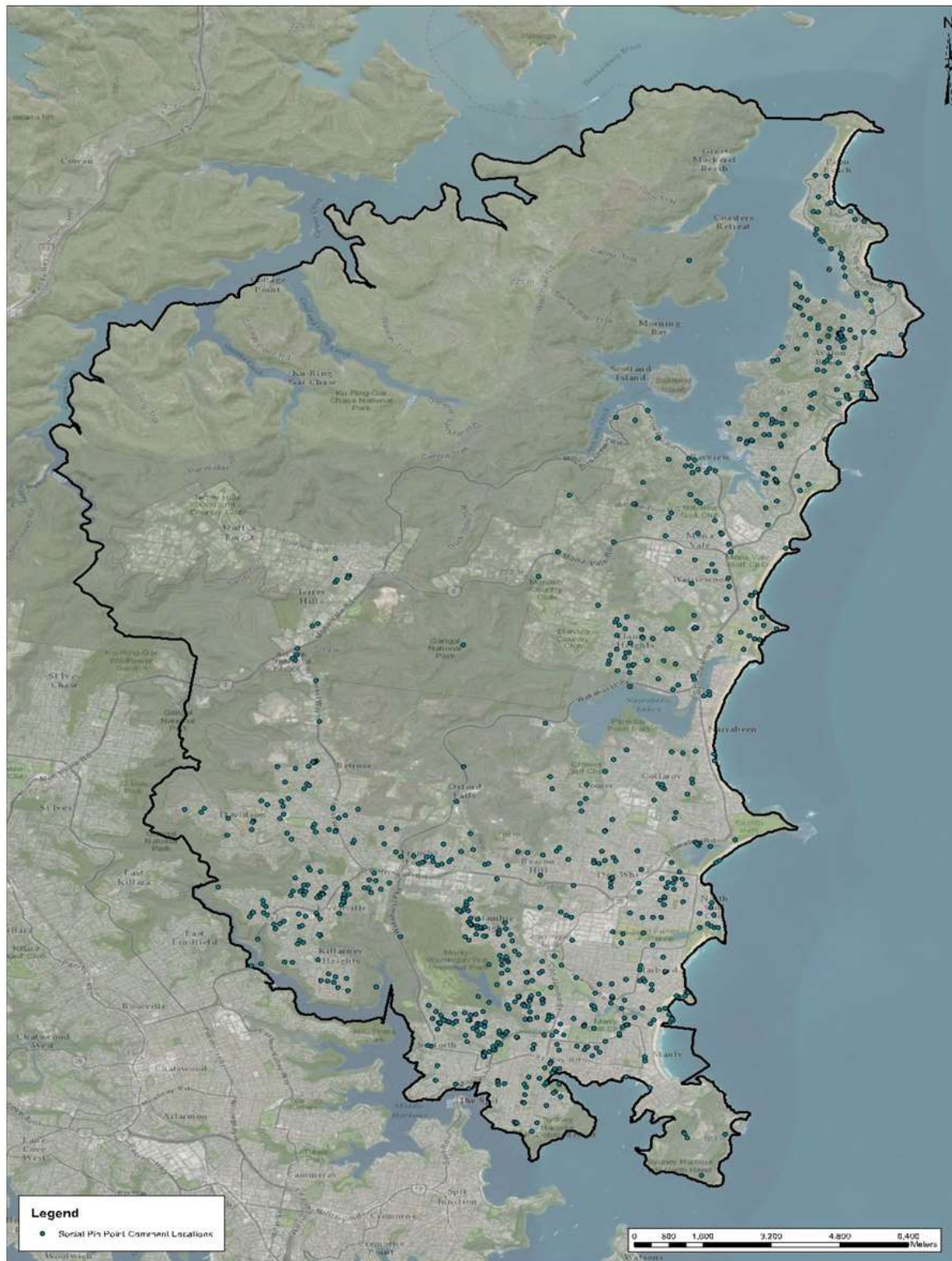


Figure 4: Location of pins dropped in the interactive map

4.1.1 Common themes by wards

Given the number of participants and comments made in the interactive mapping system, data was analysed by ward. This approach allows a greater overview of common themes by location while also allowing a focus on individual comments. The following section collates and analyses community input, common themes and findings by ward.

Frenchs Forest was the ward with the most comments with 230 pins and comments dropped. Frenchs Forest was closely followed by Pittwater Ward with 205 comments and Manly Ward with 185 comments. The remainder of the comments were almost evenly split between Narrabeen Ward (97 comments) and Curl Curl Ward (99 comments).

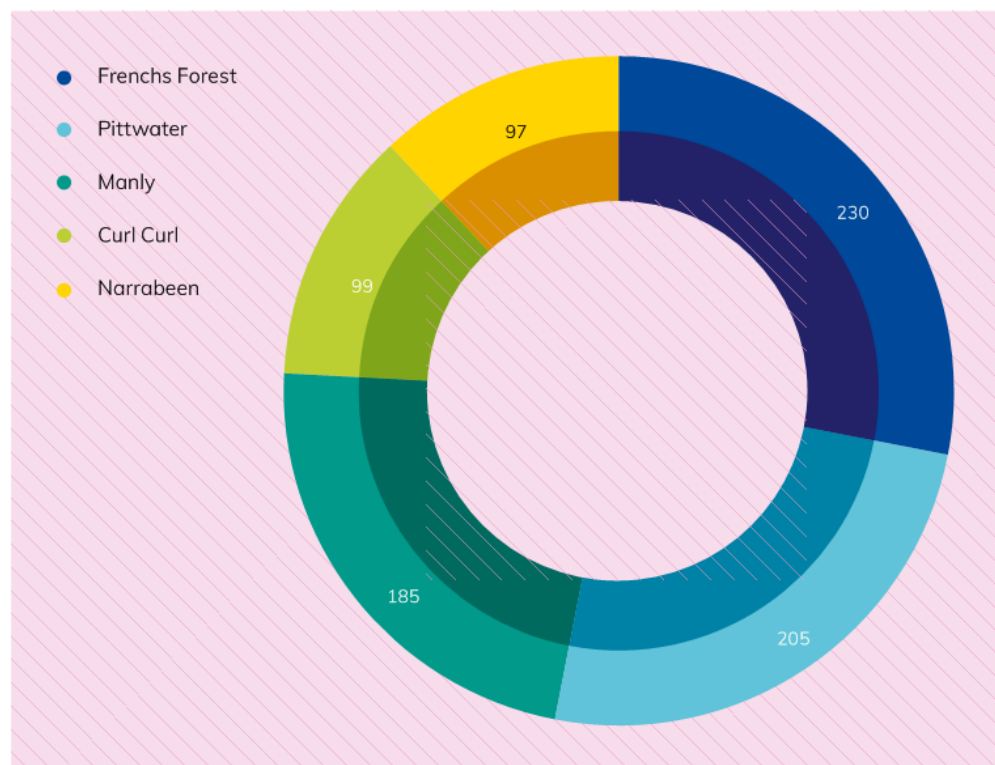


Figure 5: Pins and comments dropped by ward

Figure 6 provides a snapshot of the common themes and the number of times that these themes were identified in each ward. While participants made comments related to the pin they had chosen to drop, more detailed analysis has allowed us to allocate comments to a more focused theme which provided a clearer overview of the common challenges and potential opportunities.

Participants identified safety as the main concern, specifically pedestrian infrastructure provided around key attractors such as schools, recreational areas and shops. Access to schools was specifically mentioned as people walking with young children and pushing prams currently need to walk on the road in some areas due to the lack of an appropriate footpath. Comments about safety for school access also mentioned the need to improve current footpath quality, evenness and missing links.

The schools mentioned most frequently in relation to providing infrastructure that caters for different users as well as providing opportunities for children to actively commute to and from school were:

- Manly Vale Public School
- Balgowlah North Public School
- Harbord Public School
- Narrabeen North Public School
- Narrabeen Sports High School
- Mona Vale Public School.

Access to public transport was also mentioned repeatedly by participants. Participants mentioned that bus routes along roads such as Balgowlah in Manly Ward and Tristram Road in Curl Curl Ward lack the footpath infrastructure, which would provide proper bus stop access. This is particularly important for community members during peak hours when they need to wait for buses or walk along the road with bus movements and heavy traffic.

Disability and accessibility, although not identified by participants as a specific concern, were identified in specific areas through comments made about aged care and the elderly population. Inglebar Avenue in Frenchs Forest was identified as an area needing even and hazard-free footpaths separated from the road due to the presence of older residents. Soldiers Avenue in Freshwater was also identified as needing an upgraded footpath because of its heritage value and the number of veterans who use the area to access Jacka Park.

Other community concerns included access to recreational and sports facilities, community and health centres, and playground facilities for children. Parked vehicles in pedestrian areas were also identified as a concern, mostly in Pittwater Ward, which had 10 comments about the need for proper vehicle and pedestrian separation.

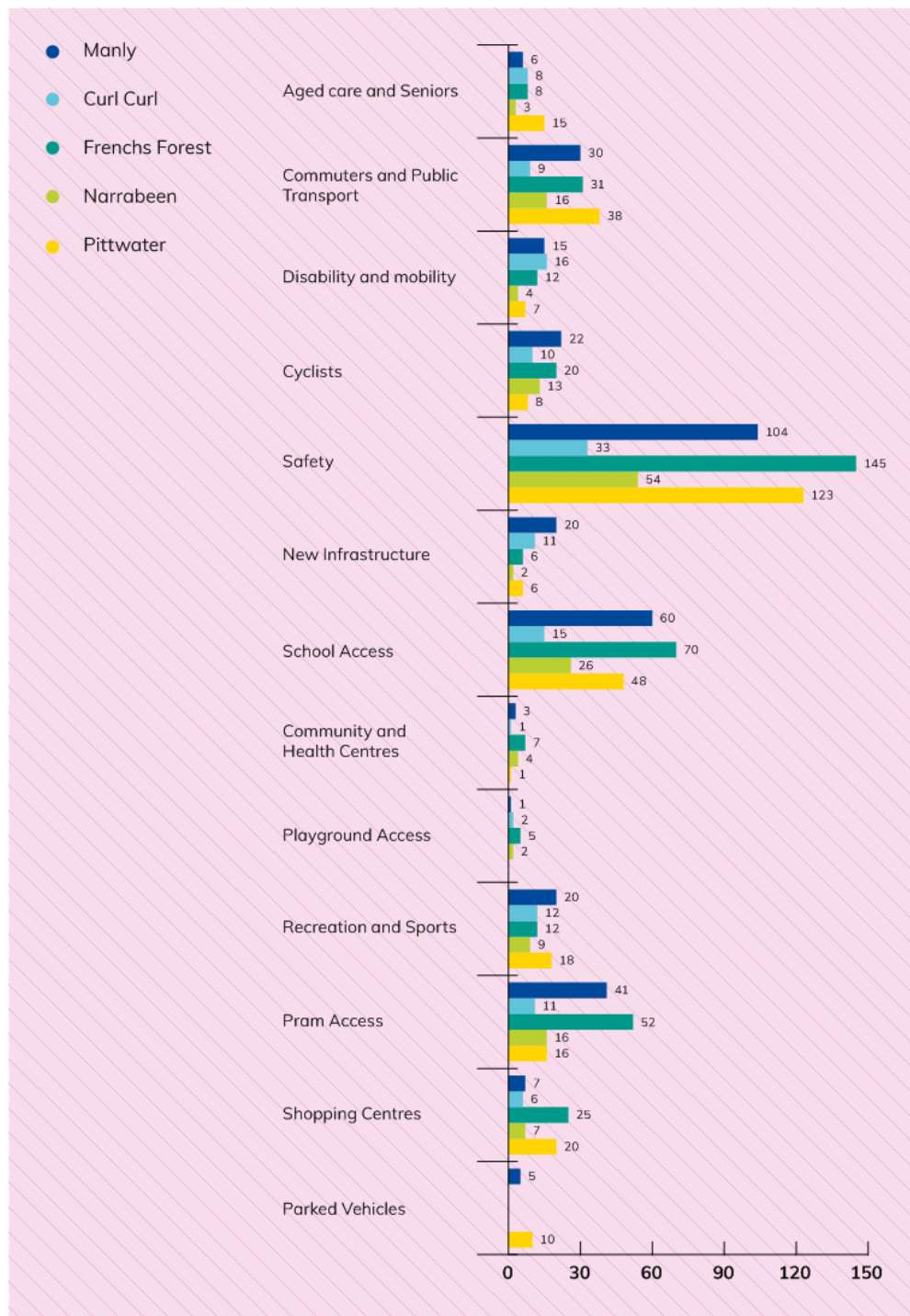


Figure 6: Common themes by ward

Manly Ward common themes

Manly Ward had 185 pins and comments in total. Of those comments, 104 related to safety concerns, 60 related to school access and 41 related to pram access.

According to several participants, due to the expected increase of student numbers at Manly Vale Public School, a footpath to and from the school was identified as a priority. Additionally, some participants mentioned the need to provide consistent footpath access to and from Manly Vale Public School, especially from Kenneth Road, where people with prams and small children need to walk on the road (which participants indicated also has some blind corners).

Footpath quality was identified as important for senior members of the community as some of these community members face reduced mobility conditions or disabilities. As such, uneven paths, tree roots, unpatched areas and missing links are primary concerns for this community group.

Besides the quality of the path, according to participants, community members facing mobility issues face challenges because of missing ramp access to existing footpaths. Better ramp provision for people with mobility scooters and prams was identified as a need for the ward.

Participants repeatedly mentioned that Manly Ward needs better pedestrian access and crossings to and from bus stops, especially for people with disabilities and school students. The main concerns relate to bus stops near schools and shopping areas. An example that was raised repeatedly was the B-Line bus stop around Balgowlah.

Another concern raised by participants related to cars parking on walking areas in North Balgowlah. Participants indicated that this obstruction 'forces' people to use the road, with the associated increase in safety concerns.

Participants also focused on missing links for cyclists around Manly Lagoon Reserve. A comment from a participant highlighted this project as an opportunity to link Manly Lagoon track to Passmore Reserve to increase community movement and enjoyment of both areas.

Areas with roundabouts were identified by participants as being potentially hazardous for cyclists due to the lack of off-road bike lanes and no separated and designated bike paths on-road.

Some participants mentioned that footpath access to Balgowlah North Public School around Wonga Street is needed. Missing links around Balgowlah Heights Primary School near Russell Street were regarded as a safety hazard for children and parents when commuting to and from school.

Entrances and access to Manly Dam and Woolgoola Reserve do not have footpaths currently. Some participants noted that this results in pedestrians and cyclists using the road.

Community members with small children repeatedly highlighted the need for better footpaths as well as ramp access for those pushing prams. Participants also mentioned better provision of pedestrian crossings around busy roads and big intersections in Manly.

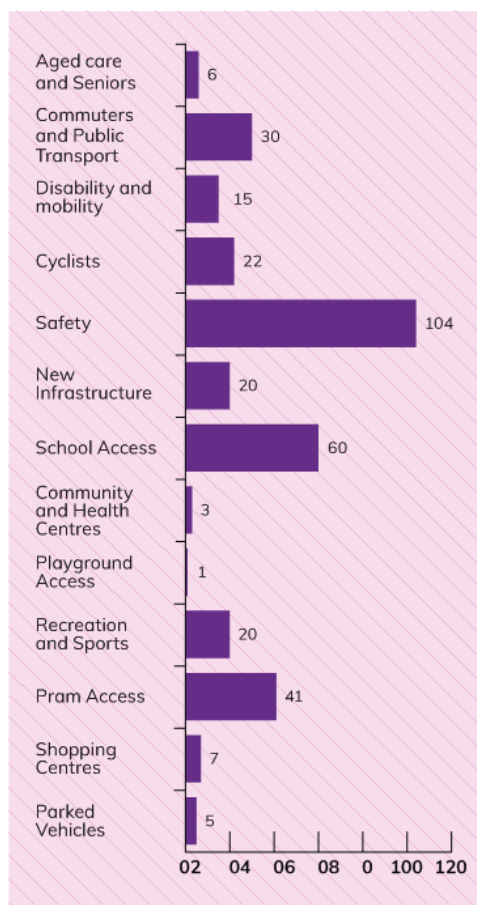


Figure 7: Manly Ward common themes

Curl Curl Ward common themes

Curl Curl Ward had a total of 99 pins and comments. Of those comments, 33 related to safety concerns. Disability and mobility, and school access were also areas of concern for participants with 16 and 15 comments respectively.

Several participants commented on the need for better connections and links to and from schools, shops and bus stops.

Participants also emphasised that the provision of pedestrian infrastructure would mean that they could avoid walking on the road. Participants indicated that the current practice of walking on the road represents safety concerns for residents and visitors, especially for people with small children, people pushing prams, elderly people, and people with mobility disabilities.

Participants also repeatedly mentioned the quality of paths. Wider paths for better accessibility and provision of space that caters for different users were regarded as important characteristics for Council to focus on.

Participants commented that evenness of footpaths was a necessity for older people due to their reduced mobility or use of mobility aids such as walking sticks, crutches and wheelchairs. Treatment of tree roots, tall grass on kerbs and the general condition of the pavement on existing footpaths were common themes mentioned by participants.

Participants indicated that current missing links are reducing commuting opportunities for people with disabilities. Participants mentioned the lack of footpaths in some areas, as well as the lack of proper and safe crossings along roads in Curl Curl Ward.

Participants also indicated that better connections around bus stops are essential for the community. An example repeatedly mentioned by participants was the 136 bus on Tristram Road.

Participants raised safety concerns in relation to the current situation on Oliver Street, especially near Harbord Public School, where there is heavy traffic during peak hours, which seems to be travelling at high speed. Participants also mentioned that school children need to walk on a section of Victor Road (between McIntosh Road and Warringah Road), which represents safety hazards.

Participants mentioned pedestrian links on the coastal walk from North Curl Curl to Dee Why. Specifically, participants indicated that improvements were needed to ensure that people could avoid walking on the road.

A connection between Jacka Park and Soldiers Avenue was also mentioned by participants. This connection would improve access to the park without people needing to walk on the street.

In relation to other specific locations, participants indicated that better pedestrian infrastructure was needed in the following places:

- Howard Avenue, particularly in relation to the quality and width of the path
- a boardwalk, with accessibility options, to provide for the enjoyment of coastal views for everyone, regardless of physical constraints and disabilities
- pedestrian crossings on Carew Street, Oliver Street, Cavill Street (traffic light), Beacon Hill Road (to access shops), and Pacific Parade (because of the high speed and volume of traffic)
- Makim Reserve, as it is a local recreational area.

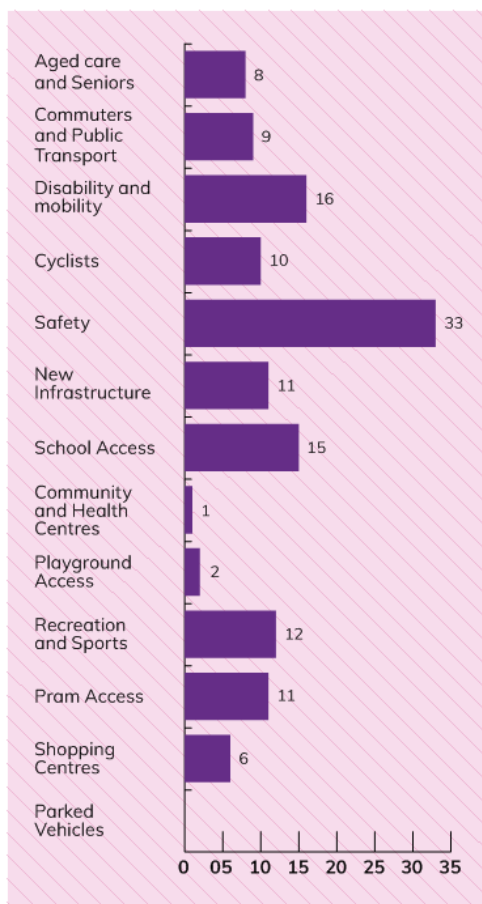


Figure 8: Curl Curl Ward common themes

Frenchs Forest Ward common themes

Frenchs Forest Ward had a total of 209 pins and comments. Of these, 145 pins and comments were focused on safety. School access was also mentioned in 70 comments. Commuters and public transport access were mentioned in 31 comments.

Walking on the road because of missing links and the lack of footpaths in some areas was mentioned frequently by participants in Frenchs Forest. As in other wards, comments indicated that there is high participant interest in providing better links to and from schools, shops and recreational areas. The main concern expressed by participants related to community members needing to walk on the road, especially children walking to schools, and people with small and young children.

The need for more pram and wheelchair-friendly paths was also mentioned by participants.

Participants provided specific detail in relation to the issues and challenges they found as pedestrians in Frenchs Forest Ward. For example, one participant commented that:

'From Alt Avenue Davidson [east end] going NORTH along Kambora Drive onto Sir Thomas Mitchel Drive which swings south. This path will then meet the existing path which ends at Alt Avenue west end. School children, walkers and bus commuters use this route frequently and at times need to walk on the road.'

Specific comments related to disability and accessibility were provided by participants. A high school student who uses a wheelchair and lives on Cannon Parade indicated that they would need a proper footpath to commute independently to and from school. Likewise, Dundilla Road, Landford Avenue and Keldie Street were identified as areas that need further accessibility provisions to give people with reduced mobility user-friendly access to pedestrian infrastructure.

Several participants identified Inglebar Avenue as an area that needed footpaths, so that people do not need to walk on the road. This area includes older residents who need even paths and hazard-free commuting options.

Participants also mentioned the need for pedestrian access through reserves in Allambie Heights to provide a pedestrian connection to Warringah Mall and the B-Line at Brookvale.

Mortain Avenue, Rathowen Parade, Kirra Road and Forest Way were frequently mentioned by

participants because of missing links and lack of proper footpaths. The rear access to the Glenrose Shopping Centre was identified for improved access from Glenrose Place. Bentley Avenue was also mentioned by participants as an area with high traffic that lacked a proper footpath for pedestrians. Participants also mentioned Maxwell Parade as an example of a place where people walked on the road in order to access the school, church and bus stations.

Feeder roads for bus stops were also identified by participants as areas with missing links. Improving these links would increase accessibility options for people with disabilities as well as providing safer pedestrian options for public transport users.

Nursery Place was identified by participants as a busy area due to school drop-off and pick-up. Participants indicated that they were concerned about safe access to the school because of the lack of footpath.

Access to shops from Patanga Road was also identified by some participants as needing improvement. Participants indicated that currently there is no footpath to provide this access.

Participants also repeatedly mentioned a general comment about blind spots caused by road undulations and topographical characteristics such as hills. These were regarded by participants to be safety hazards as there is a lack of designated footpath along the roads.

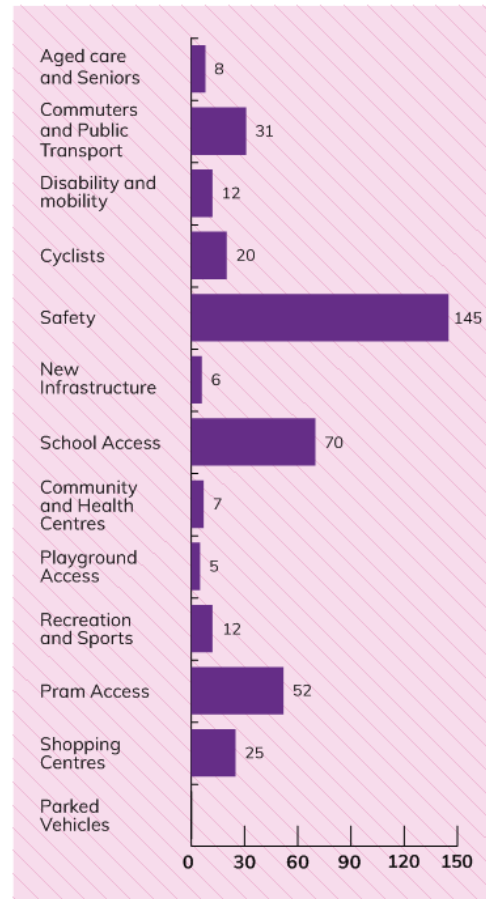


Figure 9: Frenchs Forest Ward common themes

Narrabeen Ward common themes

Narrabeen Ward had a total of 97 pins and comments. Of these comments, safety was the theme most frequently raised by participants with 54 comments. School access was the second most frequently mentioned theme with 26 comments.

Walking on the road, because of the lack of footpaths in certain areas, was the biggest concern raised by participants who indicated that they were concerned about safety. Missing links to and from schools were frequently mentioned by participants. Narrabeen North Public School and Narrabeen Sports High School were identified by participants as two examples of areas where children and parents walk on roads because of missing footpath links.

Participants also commented on the need to improve the current ocean walk on the eastern side of Pittwater Road to provide better active transport connections with Dee Why. Similarly, participants indicated that a better footpath on the cliff-top walks and Bicentennial Coastal Walk would provide greater opportunities for community members and visitors to enjoy the natural features of the area.

Participants also mentioned the need for further improvement of footpaths and missing links which around Narrabeen Lagoon. These were identified as priorities not only for community enjoyment but also because those areas are used by students for their daily commute to and from school.

Links to bus stops were also identified as priorities for Narrabeen Ward participants. Lane Cove Road was mentioned as a highly used area that lacked proper footpath connections to and from the bus stop.

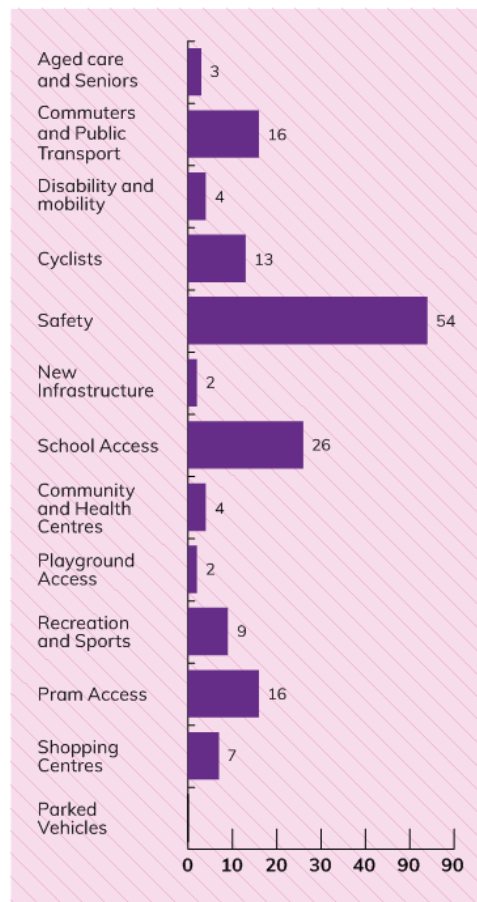


Figure 10: Narrabeen Ward common themes

Pittwater Ward common themes

Pittwater Ward had a total of 209 pins and comments. Of these comments, 123 were focused on safety concerns, 48 on school access, and 38 on commuters and public transport.

Participants identified busy roads such as Kevin Avenue and Barrenjoey Road as a priority for pedestrian infrastructure provision. Participants indicated that missing links and a lack of footpaths connecting to the school, shopping centre and sporting facilities along these roads presented safety hazards.

Participants also identified the need for pedestrian access to and from bus stops. Beaconsfield Street was identified by participants as an area with an urgent need for proper infrastructure because of the high flow of school students and commuters accessing buses.

Participants also identified areas where footpath improvements have been proposed, which could be reconsidered and refined. For example, some participants mentioned Surfside Avenue as an area that only needs way-finding signage rather than the full footpath upgrade that is proposed. On the contrary, Terrigal Road, Trafalgar Park and accesses to Mona Vale Public School were identified as areas that need better footpaths due to high public use.

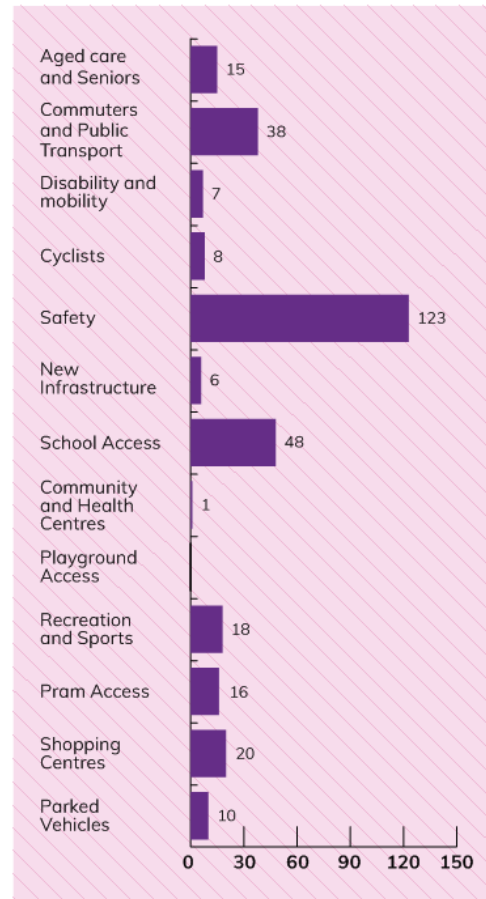


Figure 11: Pittwater Ward common themes

4.2 Have Your Say feedback form

This section of the report provides a summary of the feedback received through the Have Your Say feedback form. The form explored participant opinion about missing links and the need for new infrastructure, as well as the importance of these to the community.

A total of 286 feedback forms were submitted. Participants from Pittwater provided the most comments with 93 forms submitted. Participants from Frenchs Forest submitted 71 forms, and participants from Manly, Curl Curl and Narrabeen submitted 50, 45 and 27 forms respectively. A complete list of comments provided by participants is included in Appendix C.

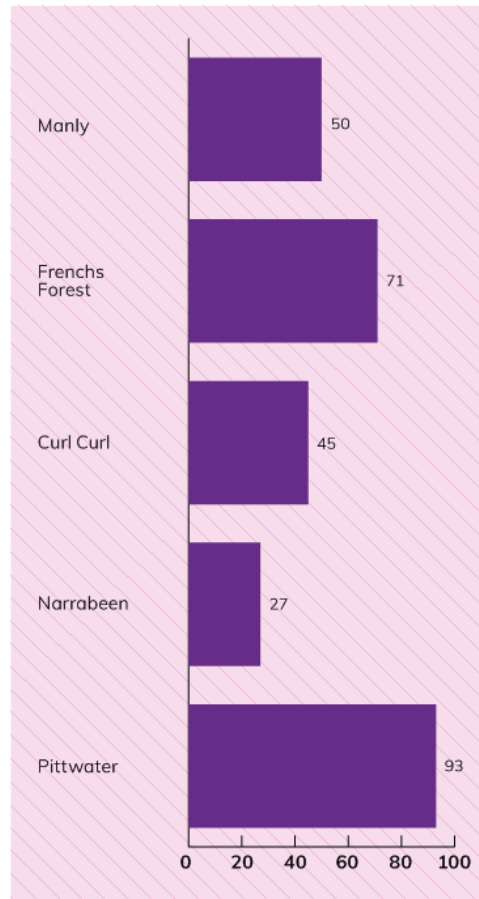


Figure 12: Have Your Say feedback by ward

4.2.1 Suggested improvement

The feedback forms provided an opportunity for participants to identify missing links and pedestrian infrastructure needed by ward and street. The following section summarises the concerns and identified areas for improvement, as well as the potential benefit for the community, by ward.

Safe pedestrian crossings, connecting missing links and providing footpaths so that people could avoid walking on the road were the recurrent comments raised by participants. As shown in Figure 13, safe pedestrian links were a priority for participants, specifically for children when walking to schools.

Access to and from public transport, recreational areas and shops were also identified by participants. Similarly, participants mentioned the need to improve access for people with disabilities and reduced mobility to existing pedestrian infrastructure.

Participants indicated that active transport infrastructure would encourage healthier lifestyles and also provide an improved commuting experience in the Northern Beaches area.

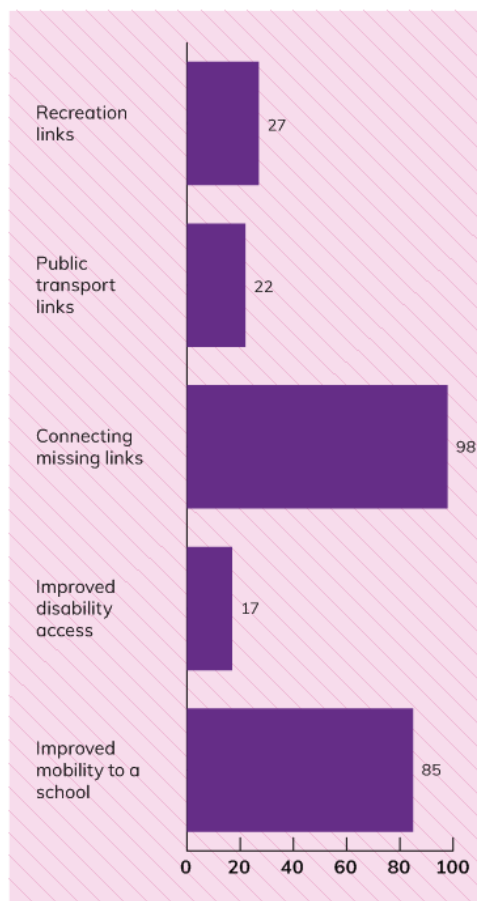


Figure 13: Suggested footpath improvement

4.2.2 Common pedestrian connections mentioned by ward

Manly Ward

Several streets and roads were identified by participants as needing footpath upgrades. Most of these streets were perceived to be important because they carry students on their daily commute to school. These streets included Alto Avenue, Bangaroo Street, Gloucester Street and Wonga Street as they are current connections to and from local schools.

Safety was acknowledged by participants as a concern as people indicated the need to walk on roads because there is a lack of footpaths in particular locations. Participants were particularly concerned about children and parents pushing prams waking on busy roads with no footpath.

In addition, Hunter Street in North Balgowlah and Balgowlah Street were identified by participants as potential safety hazards. Participants indicated that these are busy streets with private vehicle traffic as well public transport traffic, which do not have a footpath designated for pedestrians to use.

Pittwater Ward

Participants repeatedly mentioned Barrenjoey Road as needing pedestrian infrastructure. Being a main road that connects to shops, school and public transport, participants indicated that it currently lacks proper safety crossings and a wide footpath that could cater for different users.

Cheryl Crescent and Crescent Road were also highlighted by participants as needing a footpath. General comments related to safety concerns, particularly in relation to school students currently walking on the road and the need to address this.

Narrabeen Ward

Similar to other wards, participant comments in Narrabeen mainly related to safety for school students who currently walk on the road to get to and from school because there is a lack of proper footpaths. Participants also identified Anana Road, Lumeah Avenue and Narrabeen Park Parade as areas that needed upgraded footpaths as they have high pedestrian traffic.

Curl Curl Ward

Curl Curl Ward participants outlined a range of different needs for footpath upgrades in addition to access to schools and shops. Bridge Street, being the direct access to Lagoon Reserve, was identified by participants as needing an upgrade for the community to have proper pedestrian infrastructure to access this recreational and sporting facility. Carew Street was mentioned by participants due to school and beach access. Pittwater Road was identified by participants as an area that needed additional focus on disability and mobility upgrades with ramps and wheelchair friendly infrastructure.

Soldiers Avenue, being the link between Anzac Precinct and Jacka Park, was acknowledged by participants as an area with heritage and memorial importance. Participants indicated that upgrading infrastructure here would improve enjoyment for veterans as well as providing broader community access.

Frenchs Forest Ward

Frenchs Forest participants identified a number of roads and streets that present a safety hazard due to the high traffic flow. Coleraine, Mortain and Haigh Avenues were mentioned by participants as areas that needed better pedestrian infrastructure as currently people walk on the road, which participants indicated was particularly unsafe during peak hours with high traffic volumes.

Hews Parade, being a link to public transport, was identified by participants as needing an upgrade for commuters to have safe pedestrian access to bus stops.

Kens Road, Keldie Street and Roosevelt Avenue were acknowledged by participants as being important links to and from schools. Participants indicated that these streets needed better and safer pedestrian access with the provision of designated footpaths.

4.3 Facebook posts

Community members had the chance to provide feedback through a Council managed Facebook page. This page was open for the community to comment, reply and interact about the Northern Beaches Walking Plan.

Footpaths and shared paths were repeatedly mentioned as being needed in the Northern Beaches Council area. Community members identified Caroola Road and McNamara Road in Cromer, Clontarf Street in North Balgowlah, Lake Street in Narrabeen, Pittwater Road, Palm Beach and Maxwell Street, Mona Vale as areas where people walk on busy roads causing safety concerns. One comment related to the need for a number of footpaths in Elanora Heights.

Access to and from schools was again highlighted as a priority for Council to focus on when prioritising pedestrian infrastructure.

Community comments about unfinished footpath upgrades in Collaroy and Palm Beach Wharf were also raised through the Facebook comments, highlighting the need for Council to focus on completing projects. Vehicles parking in walking areas were also mentioned as a potentially hazardous situation in North Balgowlah.

4.4 Written comments

Written comments were also received as part of the community engagement process. In these written comments, participants highlighted walking as an important component of active transport. Participants emphasised the possibilities provided by community linkages through infrastructure provision, such as dedicated paths separating different active transport users like pedestrians and cyclists. As such, several written comments encouraged Council to integrate the walking and cycling plans.

As with other engagement tools that were made available for community feedback, written comments mostly focused on safe access to and from schools. Mona Vale Public School and Barrenjoey High School were specifically mentioned because of the number of high school aged children in these areas during mornings and afternoons.

Barrenjoey Road in Pittwater Ward was mentioned in several written comments. These comments indicated that this road needs a footpath to be provided for the community to connect them to key attractors. This road is used to access local schools, recreation and sports facilities, bus stops and shops, and participants indicated that it currently lacks a safe pedestrian crossing and continuous footpath.

Other specific requests submitted by residents were the development of the western side of Keldie Street instead of the eastern side, as pedestrians use the western side to access the bus stop. Peacock Parade was also mentioned in one submission as an area that needs a footpath upgrade to allow the community to stop using the road as a footpath during their daily commute.

An overview of written comments can be viewed in Appendix D.

4.5 Stakeholder submission

A submission was received by the Northern Beaches Health Promotion, who is part of Northern Sydney Local Health District, with the following recommendation:

To ensure that road network and connectivity enhancements prioritise active transport infrastructure such as separated paths, as they may reduce the potential for conflict between cyclists and pedestrians and that they are integrated with the Northern Beaches Walking Plan's existing network.

4.6 Community group submission

A submission was received by the Allambie Heights Probus Club with the following comments:

We have been taking advantage of some terrific cycling paths eg Narrabeen Lagoon, Warriewood Wetlands, Dee Why to Narrabeen, Manly Vale to Fairy Bower. Your planning process I note includes for a "walking path development". Could I ask if this could be a combined walking/cycling track development. And would it be possible to develop a comprehensive walking/cycling map for the council area.

Our group has noticed an increasing use of the walking/cycle tracks by groups of all ages. One suggestion for your future planning is that if there is an alternative "flat" walk/ride could this take precedence over a "hilly" walk/ride.





FUNDING PROPOSAL: Northern Beaches Walking Plan

Council's Strategic Priorities

Community Strategic Plan

- *Goal 16 Our integrated transport networks meet the needs of our community*
- *Goal 17 Our community can safely and efficiently travel within and beyond Northern Beaches*

Move Transport Strategy

Cities Power Partnership

Outcome sought

Accelerated delivery of High and Medium priority new footpaths

Increased community active travel and reduced travel related carbon emissions

Budget required

\$30M over 10 years of LTFP (\$34M total)

Proposed funding

\$3M/annum

Proposed funding sources and Long Term Financial Plan

Year	CURRENT LTFP (000's)	ADDITIONAL FUNDING REQUIRED (000's)						TOTAL
	Working Capital	Depreciation	Developer contribution s (\$7.11)	Developer contributions (\$7.12)	Grants	Working Capital	Total additional	TOTAL
2019/20	\$1,500	\$ -	\$ -	\$500	\$150	\$850	\$1,500	\$3,000
2020/21	\$1,500	\$ -	\$ -	\$500	\$150	\$850	\$1,500	\$3,000
2021/22	\$1,500	\$ -	\$ -	\$800	\$150	\$550	\$1,500	\$3,000
2022/23	\$1,500	\$ -	\$ -	\$800	\$150	\$550	\$1,500	\$3,000
2023/24	\$1,500	\$ -	\$ -	\$800	\$150	\$550	\$1,500	\$3,000
2024/25	\$1,500	\$ -	\$ -	\$800	\$150	\$550	\$1,500	\$3,000
2025/26	\$1,500	\$ -	\$ -	\$800	\$150	\$550	\$1,500	\$3,000
2026/27	\$1,500	\$ -	\$ -	\$800	\$150	\$550	\$1,500	\$3,000
2027/28	\$1,500	\$ -	\$ -	\$800	\$150	\$550	\$1,500	\$3,000
2028/29	\$1,500	\$ -	\$ -	\$800	\$150	\$550	\$1,500	\$3,000
TOTAL	\$15,000	\$ -	\$ -	\$7,400	\$1,500	\$6,100	\$15,000	\$30,000

Other funding sources

Grants for Active Travel will be sought to offset S7.12 and Working Capital contributions

The above assumes the introduction of a new S7.12 scheme across the LGA.

Manly Dam All Abilities Playground

Community Engagement Report – Stage 1, 2 and 3

September 2018

Contents

Executive Summary	1
Background.....	1
Engagement Objective.....	2
Community engagement activities	2
Key findings	3
Key considerations and Council response.....	3
Conclusion	11

Executive Summary

Council undertook a three stage community engagement process to involve the community in planning for an upgrade to the Manly Dam Reserve children's playground.

Development of the concept plan took place following a Stage 1 engagement period that involved onsite drop in sessions, a project webpage taking online submissions, and a series of workshops with children who attend local schools.

Participants in Stage 1 engagement were largely supportive of the proposal. Feedback from Stage 1 was used to prepare the concept plan that was exhibited at Stage 2 engagement.

Stage 2 engagement involved placing the completed concept plan on public exhibition in January and February 2018.

In Stage 3 engagement, Council contacted people who had made comment in stages 1 and 2 plus carried out two pop in sessions in Picnic Area 1.

Community feedback on the draft concept plan has been mixed. There are people who strongly support the project and are enthusiastic about its construction. There are people who have reservations about the extent of the project, its impact on the environment and its context within a War Memorial Park.

Council staff has liaised with key stake holder groups to address the concerns and to revise the designs.

Background

Creation of an inclusive playground at Manly Warringah War Memorial Park is part of the Northern Beaches 'Connecting All Through Play' program. Manly Warringah War Memorial Park was selected for this playground because it is already a regional centre for natural play, it is located away from the coast and the site was scheduled for an upgrade.

The proposed new playplace aims to enhance the recreational experience at Manly Warringah War Memorial Park by developing a universally accessible place to play that reflects the remarkable natural surrounds and offers comfort, engagement and challenge for everyone.

The aims of the playground upgrade project are to:

- Create an inclusive playplace which caters for residents within the local community

- Create a play journey that celebrates the natural surrounds and endeavours to afford play opportunities sympathetic and complimentary to the environment in which it will exist. The design will be innovative, sensitive and robust, and focus on opportunities for engagement for all.
- Be a playplace that is vibrant, emphasising inclusiveness, providing elements for users of all abilities.
- Create a playplace that is engaging and challenging as well as complying with Australian Standards regarding Playgrounds and Public Spaces.
- Encourage environmental education opportunities, increasing the understanding of responsibility for environmental caring and sustainability.
- Ensure universal access is provided
- Refurbish and improve the existing toilet block to be more accessible.
- Provide an overall design that respects and respond to local cultural and heritage values.

Engagement Objective

The objective of the community engagement on this project is to:

- involve the community in the planning process for the playground and to allow them to evaluate elements of the proposed plans

Community engagement activities

The following activities took place as part of Council's three stage community engagement plan:

Date	Activity
	Stage 1 engagement – initial community ideas
20 July 2017	Project webpage published
22 July 2017	Manly Daily advertisement
27 July 2017	Email from Council engagement database to 16,197 addresses
5 August 2017	Drop in session
10 August 2017	Email from Council engagement database to 16,270 addresses
9 August 2017	Drop in session
13 August 2017	Stage 1 engagement comments close
29 August 2017	Workshop with Allambie Heights Public School
30 August 2017	Workshop with St Kieran's Catholic Primary School
	Workshop with Balgowlah North Primary School
	Stage 2 engagement – community feedback on concept
19 January 2018	Project webpage updated with concept plan exhibition commencing (Stage 2 engagement)
20 January 2018	Manly Daily advertisement
25 January 2018	Email from Council engagement database to 17,225 addresses
8 February 2018	Email from Council engagement database to 17,461 addresses

Date	Activity
17 February 2018	Stage 2 engagement comments close
	Stage 3 engagement – targeted feedback
14 September 2018	Re-engaged with respondents of stage 1 and 2
22 September 2018	Conducted pop up in Picnic Area 1
2 October 2018	Conducted pop up in Picnic Area 1

Key findings

In response to Stage 1 engagement, Council received 118 online submissions from 115 participants. 104 submissions expressed support for the proposal.

Based on the positive responses from the stage 1 online submissions, Council engaged with 3 local schools. Utilising the feedback from stage 1 and the feedback collated from the schools workshops Council was able to develop a concept design to exhibit at Stage 2.

In response to Stage 2 community engagement, Council received 116 online submissions and 6 submissions in writing. 43 were in support of the concept plan and 79 had concerns about the concept presented.

In response to the targeted engagement in Stage 3, Council received 45 submissions, one objection to amending the original design, 14 were supportive and 30 did not support the project as the location was not considered suitable. At the two pop up sessions 52 people were interviewed, 48 were supportive of the project and four objected.

People who have support for the playground like the natural elements of the design, the cultural heritage and pathways. They look forward to the development and quite a few people are in support of the upgrade of the amenity block at the playground.

Opposition to the playground development was primarily based on concern about the scale of the concept. The expanded footprint and particular features of the concept design were the main concerns. Some people were concerned about environmental impact of the expanded playplace footprint. There were also those concerned that a playground may be inconsistent with the current use of the park as a War Memorial.

Many respondents to the online survey also made suggestions for additional facilities to include in the concept plan.

The key considerations raised in the submissions are grouped and responded to in the next section of the report.

Key considerations and Council response

Council's online survey for Stage 2 engagement contained three questions:

- Q1 What do you like about the draft Concept Plans for Manly Dam Playplace?
- Q2 What concerns do you have about the draft Concept Plans for Manly Dam Playplace?
- Q3 Do you have any general comments?

For each of the three questions, the key considerations raised by each submission have been summarised and addressed in the tables below.

Q1 What do you like about the draft Concept Plans for Manly Dam Playplace?

Key considerations	Council response
<u>Support</u> (including natural elements, cultural heritage and pathways, sculptures, caters for range of ages, some support upgrade to toilets only)	<p>Play elements have been selected using natural material where possible.</p> <p>The Aboriginal Heritage Office staff shared stories with the project team to inspire some of the play features.</p> <p>The toilet block will be upgraded to meet Australian Standards for accessibility.</p>
<u>Opposition</u> (including general opposition and people that think it should be in another location, some support upgrade of toilets in location, no expansion of footprint)	<p>Manly Dam Picnic Area 1 has an existing playground that is within the most highly utilised and visited area within the War Memorial Park. The existing playground and its environs are degraded and in need of an upgrade.</p> <p>The existing playground was identified for an upgrade in the Warringah Open Space Strategy and in the Northern Beaches Disability Inclusion Action Plan.</p> <p>The Manly War Memorial Park plan of management identifies the existing playground and its environs as developed spaces as an important recreation destination and asset for the local community as well as a regional attraction for visitors. The revised design for the playspace and its environs is consistent with the plan of management for this location in the context of its ongoing purpose as both a War Memorial and as a nature conservation area.</p>

Q2 What concerns do you have about the draft Concept Plans for Manly Dam Playplace?

Key considerations	Council response
General support	
<u>Support</u> – bike track for kids	Path network within the Manly Warringah War Memorial Park allows for sufficient bike riding. A dedicated cycling track for children does not form part of the revised design.
Suggestions – need more shade	The revised design will incorporate creation of a new shelter area, adjacent to the relocated BBQ. There will also be planting of 82 advanced tree specimens.
Suggestions – transport for more people	Local schools, carers of groups of children and adults with disabilities are generally transported in small buses to the location and Council will continue to support these user groups and their needs.
Suggestions – waste management for more people	Waste collection is catered for by supply of onsite bins.

Suggestions – make it more adventurous for older kids	The revised playground design caters for a diversity of play experiences.
Suggestions – relocate the war memorial	The location within the current design is that preferred by the Manly Warringah War Memorial Trust
Suggestions – shade (including retention of trees and provision in furniture for people to bring own umbrellas, and for permanent shade on benches and tables)	<p>The revised design retains as many trees as possible and allows for planting of more trees.</p> <p>The revised design requires removal of 15 trees and some shrubs and planting of 82 new ones to replace them.</p>
Suggestions – reduce bright colours to blend with environment	<p>This will be a nature based play space dominated by natural materials.</p> <p>The yellow bee rocker has been replaced with a green grasshopper rocker.</p>
Suggestions – trampolines or see saw	A trampoline has been incorporated into the design, along with inclusive rockers.
Suggestions – swings	Selections of inclusive swinging options are included in the revised design.
Suggestions – more BBQ's	<p>Whilst there are no additional BBQs in the revised design, the BBQs are relocated closer to the existing picnic shelter and the other is being relocated adjacent to a newly proposed shelter.</p> <p>The existing numbers of bookable picnic tables have been retained in the revised design, although some relocated to be more accessible for people of all abilities.</p>
Suggestions – benches and tables	An additional three flat deck / pallet seats have been included in the revised design, along with suitably placed landscape features which will allow for more places for people to sit.
Suggestions – improved access to the water (including safety concerns with injuries from diving and management of fishing waste)	<p>The revised design has a reduced amount of shore line rock work.</p> <p>Safety signage to highlight swimming depths to prevent injuries from inappropriate entrance to the swimming area.</p>
Suggestion – would like more equipment than landscaping	The revised design caters for a diversity of play experiences offering a range of challenges for a variety of age groups. The design creates a balance between landscape and nature play elements as well as play equipment which appropriate for this location.
Suggestions – improved linkages for cycling	Cycling is catered for in the Manly Dam War Memorial Park. A specific cycle track has not been incorporated into the revised design.
Suggestions – fence around playground	There will be a fenced section of the playspace. Council's goal is to upgrade the playground and enhance the associated play space outside of

	the fenced area also. Embellishment of the ancillary features and facilities in picnic Area 1 will improve accessibility in this area. An appropriate section of the playspace will be fenced, but not the entire area.
Suggestions – retain dam wall crossing	The playspace does not impact on the ability for people to use the dam wall.
Suggestions – neck and back injuries from sliding poles	There are no sliding poles in the revised playspace design.
Suggestions – reduce the amount of play equipment proposed	<p>The revised design has a reduced footprint area of 3,455m². This is 2,195 m² smaller than that exhibited in stage 2.</p> <p>In undertaking path realignment as part of the new design, the play experiences have been reduced and the learning circle has been removed.</p>
Suggestions – use of more natural materials	<p>This will be a nature based play space and natural materials are used in the revised design where suitable.</p> <p>The yellow bee rocker will be replaced with a green grasshopper rocker.</p>
<u>Opposition</u> – Manly Dam War Memorial Space, removal of trees, impact on nature, ongoing maintenance, too many people will come here, too bulky for the space, potential for vandalism, access to the water not suitable, access to the area by dogs	<p>Manly Dam War Memorial Park Plan of Management allows for the management of Picnic Area 1 as an intensively managed day use setting. Planned pathways between the playspace and the designated Remembrance Point have been removed in the revised design.</p> <p>Approximately 12 trees are planned to be removed with the majority not being locally indigenous to the area. The addition of 82 trees will be planted.</p> <p>The revised design has a reduced footprint.</p> <p>The area is already a regional destination. Replacing the old play equipment and enhancing the degraded environs is part of implementing the Plan of Management for the area.</p> <p>Access to the water has been reduced in the final design.</p> <p>Dogs on leads are welcome in the Manly Dam War Memorial Park, as per the Plan of Management.</p> <p>Potential for vandalism of the area is considered to be a small problem as the area is for day use only and the park gate is locked after dark. New equipment in an upgraded area will be maintained by Council park staff and Councils designated playground inspectors.</p>

Q3 Do you have any general comments?

Key considerations	Council comments
General support	
<u>Support</u> – thank you for the opportunity to comment (2)	Noted.
<u>Support</u> – retain existing footprint	<p>To provide accessibility for all people, including those in wheelchairs, an expanded area of pathways is required, as well as safety circulation space around play equipment.</p> <p>In response to people's concerns about the footprint of the concept, the revised design is significantly smaller. The revised design has a reduced footprint area of 3,455m². This is 2,195 m² smaller than that exhibited in stage 2.</p>
Suggestions – kiosk (2)	Development of a permanent kiosk in this area is considered inconsistent with the project.
Suggestions – kayak store	<p>The universal kayak launching ramp has been removed in the revised design to address environmental concerns about access to the water.</p> <p>A storage area for kayaks is not part of the revised design.</p>
Suggestions – remove noisy ski boats	The revised design has no impact on the ability of the dam to be used by ski boats. Ski boats are allowed in accordance with the adopted plan of management for the Manly Warringah War Memorial Park.
Suggestions – kids bike track	A children's cycle path is not part of the revised design as the revised design is on a smaller footprint with fewer elements than the previous design exhibited in stage 2. There are enough paths and rigid surfaces for younger children to practise,
Suggestions – put a pretend shop in the playground	<p>The upgrade is taking a natural environment theme therefore a pretend shop theme is not consistent with the look and feel of the overall design and has not been incorporated.</p> <p>The aim design is to give children a safe and enhanced play experience in the nature by incorporating specific equipment to address development of gross motor skills and to enable access by children of all abilities.</p>
Suggestions – upgrade toilets in area 3	Upgrading the toilets at area 3 is not part of this current project. This will be considered as a future project.

Suggestions – play over water	The water area has been reduced in response to environmental issues raised during the exhibition of the concept in stage 2.
Suggestions – play for older children	The revised design caters for a range of ages and has elements for all abilities.
Suggestions – filtered water stations	There will be a water source at the amenities block.
Suggestions – more Australian elements, native planting, Aboriginal elements	The revised design incorporates an Aboriginal-inspired coolamin area, which has been reduced in size to cater for environmental concerns about the footprint of the area.
Suggestions – more shade	More shade will be supplied by a new shelter area and by the planting of new trees throughout the revised design.
Suggestions – keep ducks and geese away	Ducks and geese that live in the area will be able to still traverse the open spaces, with the exception of a small area of playground which will be fenced, as is the current situation for those birds. The revised plan makes no allowance for keeping birds out of the area.
Suggestions – drop off area for BBQs	During the design process a 15 minute drop off zone adjacent to accessible parking has been considered.
Suggestions – footpath link between sections of the reserve	The revised design has created even better access for those with mobility difficulties to access much more of site that is currently possible. This is being achieved by relocating the main accessible path to the top of slope, which has a dual benefit of retaining open space.
Suggestions – make the eastern side of reserve accessible too	The focus of this project is the western end of Area 1, being the playground and its environs, which is the area flagged for an upgrade by the Warringah Open Space Strategy.
Suggestions – signage to stop people feeding the ducks	Management signs are not part of this project, but the suggestion has been noted and options to address will be considered when implementing the signage strategy.
Suggestions - repair and maintain mountain bike trail	The mountain bike trail is not part of the current project. Mountain bike riding is addressed in the 2014 Manly Warringah War Memorial Plan of Management in actions TT6-TT25 to upgrade and reroute sections of track to improve safety and the environment in Plan. Some upgrades may include technical investigation and features.

Suggestions – play for children of all ages	The revised design caters for children of all ages and abilities.
Suggestions – more equipment	In development of the revised design, officers have not catered for more equipment on the site. The reason for not adding more equipment is that environmental concerns have needed to be addressed.
Suggestions – signage for swimming areas	Management signs are not part of this project, but the suggestion has been noted.
Suggestions – restrict visitors only to those who come by bike or electric bike	As an all abilities area, limiting access only to those who are capable of riding bikes not a truly inclusive approach.
General Opposition	
<u>Opposition</u> – too elaborate, over development, environmental reasons	<p>The revised design addresses , footprint reduction and environmental concerns as follows:</p> <ul style="list-style-type: none"> • The revised design has a reduced footprint area of 3,455m². This is 2,195 m² smaller than that exhibited in stage 2. • Reduced number of trees to be removed – only 12 in the revised design whereas the original design had 27 trees needing to be removed • The main accessible path has been relocated to the top of slope to retain open space in the revised design. • The planned footpath from the Anzac Memorial along the foreshore to the playspace has been removed • The pathway around a couple of trees has been altered to retain some of the trees which would otherwise have been removed. • Following ground-proofing the slide has been relocated to retain some endemic trees that had not appeared on features survey • The large gathering circle in centre of space at the path junctions (and the paths) have been removed • The Aboriginal-inspired coolamin interactive art element has been relocated and reduced in size to reduce the footprint • To reduce the footprint, the learning circle and associated rock construction has been removed in the revised design

	<ul style="list-style-type: none"> • Shore line rock work has been significantly reduced in the revised design. • Channels created for water play in the revised design will utilise self-supplied dam water. No installation of water supply/plumbing will be required. • The universal access kayak launching ramp has been removed from the revised design. • There are no high rock walls in the revised design.
<u>Opposition</u> – inconsistent with War Memorial	<p>Area 1 of the Manly Dam War Memorial Park has a playground that was identified in the plan of management as one of the top 20 most visited parks/playgrounds in Warringah.</p> <p>The playground is well utilised and is showing signs of wear and tear. It needs to be replaced with new, safe equipment that offers inclusive play experiences and inclusive visitation throughout Area 1.</p> <p>The location-specific management actions and directions from the 2014 Manly Warringah War Memorial Park Plan of Management state "Manage Picnic Area 1 as more developed, landscaped, modified and intensively used day use setting".</p> <p>As a consequence of its long term use as an intensively used picnic and play area, Council intends to retain the playspace in an area that has been significantly reduced as a consequence of feedback from stage 2 engagement.</p> <p>The all abilities pathway along the water connecting the playspace to the Remembrance Point has been removed in the revised design.</p>
Process comments – better diagrams available in Dee Why or online, management plan required	<p>An upgrade of the playground at Manly War Memorial Park is needed and the project was first identified in the Warringah Council Open Space Strategy.</p> <p>Community engagement on this project has been undertaken in three stages.</p> <p>Stage 1 engagement examined the types of experiences that people are looking for in a revised playspace at the park.</p> <p>Stage 2 gave people the chance to comment on a draft concept plan for the playground.</p> <p>Council has decided to revise the design on the basis of community feedback received during</p>

	<p>stage 2 and then re-engaged with respondents from stage 1 and 2 plus two onsite pop up sessions to gauge community sentiment.</p> <p>Council also publicly exhibited the revised design in order to illustrate the changes made to incorporate the range of comments received.</p> <p>Manly Warringah War Memorial Park has a plan of management which was adopted in 2014. The guiding principles of the plan allow for the use of the area as a playground. Specifically, "sustainable management of the Park to protect its natural areas, while providing for a variety of passive and active recreational activities" and "provide safe and equitable access to the Park and its facilities for all user groups".</p> <p>The existing and proposed playground areas are within well-established play areas as permitted in the plan of management.</p>
--	--

Conclusion

The revised concept has been modified to reflect the feedback and suggestions received by Council.

The revised design meets the overarching objectives of 3 key planning documents in relation to and upgrading in Area 1: the play space and associated facilities and landscaped area.

1. Manly Warringah War Memorial Plan of Management

- Guiding principles:
 - sustainable management of the Park to protect its natural areas,
 - while providing for a variety of passive and active recreational activities;
 - provide safe, fair and equitable access to the Park and its facilities for all user groups; and
 - protect and enhance the Park's heritage

2. Northern Beaches Council -DIAP (Disability Inclusion Action Plan) June 2017

- Council is a leader, role model and advocate for access and inclusion
- Everyone can participate
- Access and inclusion is everyone's business
- Social Justice Principles inform decision making - Access, Equity, Rights and Participation
- Northern Beaches Council - Project Brief and Design Principles – NSW Government Everyone can Play Framework

3. A Spirit of Play – Warringah's Open Space Strategy November 2015

- To provide a safe, inclusive and accessible playground for the enjoyment of the community
- Innovative playground offering more opportunity for social interaction.

- A recreational space to aid the physical, social and emotional development of children
- A place which is connected to context and the natural surrounds, a place for children to learn and appreciate the value of the setting and the broader landscape
- A play space complying with relevant Australian Standards yet offering challenges for a range of ages and abilities

Council Policy

Outdoor Dining and Footpath Merchandise Policy

Policy Statement

This policy is to ensure the appropriate siting and regulation of outdoor dining furniture and footpath merchandise displays to provide an amenable and attractive street environment while maintaining safe and equitable access to the footpath.

Principles

Outdoor dining areas and footpath merchandise displays are to be encouraged subject to the following principles:

- Effective control of outdoor dining areas through the approval of such areas in accordance with the provisions of Section 125 of the Roads Act 1993.
- Effective control of footpath merchandise displays in accordance with the provisions of Section 68 of the Local Government Act 1993.
- Maintaining the pedestrian thoroughfare as the primary purpose of the footpath and promoting accessibility by maintaining a consistent and predictable clear path of travel for all users.
- Contributing to a vibrant street environment while supporting local economic development.
- Managing neighbourhood amenity through minimising additional noise, visual and other adverse impacts.
- Ensuring street furniture, display stands, racks or containers are of a suitable standard and contributes positively to the amenity of the locality.
- Minimising public liability risk through the issue of approvals.
- The use of sustainable materials and ecofriendly management practises.

Scope and application

This policy applies to all employees, agents, officers, councillors and committee members of Northern Beaches Council.

References and related documents

- Roads Act 1993
- Local government Act 1993
- Environmental Planning & Assessment Act 2017 (as amended)
- State Environmental Planning Policy (Exempt & Complying Development Codes) 2008
- Building Code of Australia Crown Lands Act
- Food Act 2003
- Australia New Zealand Food Standards Code
- Outdoor Dining and Footpath Merchandise Guide

Definitions

Clear path of travel: The area of the footpath maintained for safe and equitable pedestrian circulation which is free from obstructions and assists in wayfinding and navigation.

Outdoor Dining: Dining on the public footpath which is associated with an approved restaurant, cafe or similar.

Footpath Merchandise: The display of goods on the public footpath associated with an adjacent business premises.

Public footpath: The part of a road as is set aside or formed as a path or way for pedestrian traffic (whether or not it may also be used by bicycle traffic).

Street Furniture: Removable tables and chairs or other approved furniture owned by restaurants, cafes or similar for use in the outdoor dining area.

Display Stands, racks and Containers: Removable items owned by the business premises used in the footpath merchandise display area.

Responsible Officer

Executive Manager Property

Review Date

March 2023

Revision History

Revision	Date	Status	TRIM Ref
1		First draft Outdoor Dining and Footpath Merchandise policy	2018/692377
2			



Outdoor Dining and Footpath Merchandise Guide

Contents

Section 1 – INTRODUCTION.....	4
Principles.....	4
Approvals	4
Policy Framework.....	4
Section 2 – OUTDOOR DINING	5
2.1 Application Requirements.....	5
Eligibility Criteria	5
Preparing the Application.....	5
Outdoor Dining Area Location.....	6
Minimum distances between outdoor seating and edge of footpath	7
Outdoor Dining Area	7
Furniture and Equipment.....	7
Tables and chairs must.....	8
Umbrellas.....	8
Gas heaters	8
Blinds	9
Barriers	9
Plants and planter boxes.....	9
Menu boards.....	9
Advertising	9
2.2 Operation and Management	9
Health and Safety	9
Environmental Impact	10
Table Service.....	10
Smoking.....	10
Alcohol	10
2.3 General Conditions.....	10
Hours of Operation.....	10
Patron Numbers.....	11
Limitations.....	11
Spruiking.....	11
Insurances	11
Term of Approval	11
Change of Ownership	12
2.4 Fees and Bonds	12
Application Fee	12
Rental Fees	12
Security Bond	12
Compliance	12

Pavement Markers.....	12
Section 3 FOOTPATH MERCHANDISE.....	13
3.1 Application Requirements.....	13
Eligibility Criteria	13
3.2 Fees and Bonds	14
Application Fee	14
Security Bond	14
Appendices	15

Section 1 – INTRODUCTION

The Outdoor Dining and Footpath Merchandise Guide supports and provides guidance and for assessment of applications for dining and merchandising approvals under the Outdoor Dining and Footpath Merchandise Policy.

This document applies to all land within the Northern Beaches Council local government area with the definition of “public road” under the Roads Act 1993. It also applies to designated pedestrian streets.

Principles

- Effective control of outdoor dining areas through the approval of such areas in accordance with the provisions of Section 125 of the *Roads Act 1993*.
- Effective control of footpath merchandise displays in accordance with the provisions of Section 68 of the Local Government Act 1993.
- Maintaining the pedestrian thoroughfare as the primary purpose of the footpath and promoting accessibility by maintaining a consistent and predictable clear path of travel for all users.
- Contributing to a vibrant street environment while supporting local economic development.
- Managing neighbourhood amenity through minimising additional noise, visual and other adverse impacts.
- Ensuring that items placed in the dining and merchandising areas are of a suitable standard and contributes positively and sympathetically to the amenity of the locality.
- Minimising public liability risk through the issue of outdoor dining and footpath merchandising approvals.
- The use of sustainable materials and ecofriendly management practices.

Approvals

All outdoor dining and footpath merchandise requires an approval to use public land. In Northern Beaches Council, this is known as an Approval.

Any new operator will be required to apply for a transfer of the Approval.

Policy Framework

- This guide responds to a range of municipal, state and federal level legislation as detailed below:
- All outdoor dining on the footpath requires an approval under the Roads Act 1993;
- Outdoor dining that is not exempt development under the provisions of SEPP (Exempt & Complying Development) 2008 or Warringah LEP 2011 (Schedule 2) will require development consent under the EPA Act 1979 (as amended)
- Outdoor dining that is on Crown land requires an approval under the Crown Lands Act 1989;
- Outdoor dining on community land, such as a park or reserve, requires an approval under the Local Government Act 1993.)

Section 2 – OUTDOOR DINING

2.1 Application Requirements

Eligibility Criteria

In order for a restaurant or café to have outdoor dining on the footpath, the following criteria must be met:

- Must be an extension of 'indoor' seating.
- Must be a lawfully existing food and drink premises (café or restaurant).
- Must be temporary and only used during the approved operating hours.
- Must be mindful of other users of the shared space and public infrastructure.
- Must have food preparation, storage and garbage disposal areas that comply with the Food Act 2003, Australian New Zealand Food Standards Code and Australian Standard AS4674.
- Must notify Council by submitting a Food Business Owner Details form with up to date business details.
- Must provide evidence that the food business has sufficient toilets/sanitary facilities that can be accessed by food handlers and patrons.
- Must provide table service or provision for cleaning and servicing.
- Should serve food and drinks in non-disposable crockery and glassware.

In general, outdoor dining will not need development consent, but can be classified as exempt development under SEPP (Exempt & Complying Development) 2008. However outdoor dining that does not meet the exempt criteria will need development consent from Council. This should be obtained prior to applying for an Outdoor Dining Approval.

Preparing the Application

The applicant must provide supporting information along with the application form. The required information is as follows:

- Complete and submit the application form including contact details and signatures. An initial application fee (non-refundable) is also required.
- A scaled (1:50 or 1:100) detailed plan containing the width of the pavement, the location and layout of the proposed outdoor dining area, including dimensions, the number and location of items such as chairs, tables, umbrellas heaters and the like and the location of any fixed items on the footpath, i.e. electricity meters, bus stops, garbage bins, post office boxes or similar. See example of a detailed plan in Appendix One.
- Details of the all the proposed furniture such as colour photographs, brochures and dimension specifications.
- Proof of a Certificate of Currency (Public Liability Insurance) for a minimum of \$20 million dollars.

Outdoor Dining Area Location

The primary purpose of the footpath is for pedestrian traffic. Any outdoor dining approval granted will respect this by ensuring that location of outdoor dining does not impact on the ability of pedestrians including those with disabilities to use the footpath with safety and dignity

Outdoor dining is generally considered suitable in the following locations:

- Streets that meet minimum width requirements.
- Pedestrianised streets and laneways closed to vehicular traffic.
- Public squares and plazas.

Before outdoor dining is approved, Council will assess the location and position of the proposed area according to the following:

- Whether the location of the proposed outdoor dining maintains a consistent, clear and predictable path of travel for all pedestrians. A predictable path of travel is one that can be easily identified based on local knowledge or environmental cues.
- Whether unobstructed access to adjoining businesses is maintained.
- Provision of clear circulation space across the footpath for people accessing parked cars, loading zones, public transport and road crossing points.
- The need to provide clear views and sightlines near driveways and intersections (as shown in the example plan in Appendix One).
- The need to provide a clear visual pathway in areas where this is of designated importance.
- Whether the extent of the outdoor area contained under an awning retains sufficient space for pedestrians seeking shelter under awning.
- The closeness of the proposed outdoor dining to bus stops and taxi stands. All outdoor furniture must be a minimum of three (3) metres from bus stops and taxi stands to allow for pedestrian circulation and queueing.
- Whether there is a clear view to the outdoor dining area from inside the restaurant or café to ensure effective monitoring of the space.

Consent will generally not be given to kerbside dining due to the potential for conflict between cars and pedestrians. However, where it can be shown that conflict is unlikely due to low traffic speeds or the presence of permanent bollards or similar, assessment on merit may be considered. Consent will not be given for kerbside dining on arterial roads or roads where there is a clearway in force or in areas with nose/tail to kerb or angle parking, unless there are bollards or wheel stops immediately in front of each car space.

See Appendix One for an example of a detailed site plan.

Minimum distances between outdoor seating and edge of footpath

The minimum width of the unobstructed footpath should be at least 2 metres. And a minimum of 2.5 metres on a Roads and Maritime Services (RMS) classified road or clearway, subject to RMS approval.

The minimum length of an outdoor dining area is 600mm.

Outdoor dining should not obstruct the following:

- Pedestrian or vehicular movement.
- Designated fire escapes and outdoor hydrants.
- Emergency access areas/routes.
- Water, electricity or sewer infrastructure or access to the infrastructure.
- Power and light poles.
- Public rubbish bins.
- Post office boxes.
- Public street furniture.

Outdoor Dining Area

Outdoor dining areas for a restaurant or café will generally be located immediately outside the premises.

Outdoor dining in front of adjoining premises will only be permitted where the landlord and proprietor of the adjoining premises have given written consent, which must be submitted to Council with your application. This approval can be withdrawn by the adjoining landlord or proprietor if they wish to use that area for their own business at a later stage. Any fees charged for additional outdoor dining where the landlord/proprietor has withdrawn their consent may be eligible for a refund.

Furniture and Equipment

Furniture for all outdoor dining areas must be approved by Council and suitability will be assessed as follows:

The essential elements of an outdoor dining area are temporary chairs, tables, small barricades (where permitted) and umbrellas. Any other objects are generally not permitted but may be assessed on a case by case basis.

Outdoor dining areas should relate to and be sympathetic towards and enhance the existing urban character, cultural significance, heritage and street quality.

Applications that propose installing structures that enclose or privatise the public space will not be approved. Privatisation of the public space results in reduced accessibility, visibility and safety to the public.

Each restaurant/café is responsible for ensuring customers keep furniture within the boundaries of the approved area. The proprietor must ensure that staff are aware of the conditions and responsibilities of the approval and are not to trade outside their approved area.

All outdoor dining furniture is the responsibility of the restaurant/café owner and must be removed from the footpath outside approved hours of operation.

To ensure best use of the public space Council will stipulate the maximum number of tables and chairs and other furniture during the assessment stage, allowing for access by all users, including wheelchair users and users of mobility frames.

Tables and chairs must

- Comply with the approved plans.
- Adopt a unified style.
- Be of a high structural and aesthetic quality, uniform in design and be weatherproof and designed for outdoor use. Outdoor dining furniture shall be safe for users, with no sharp edges or hinges that could cause a hazard to users.
- The use of synthetic wicker look, polished aluminium, brushed or stainless steel or sustainable timber from ecofriendly management practices are preferred.

Umbrellas

Will not be permitted in where a seating area has shelter from an awning. Where umbrellas are permitted they should:

- Be a single style i.e. 1 per table.
- Be square, to take up the least amount of space and not extend outside of the approved area.
- Have a height of at least 2 metres above ground for pedestrian movement and safety.
- Be of a single solid colour and not white or other light shades, as this discolours too easily.
- Be fabric or matte-finish.
- Be securely anchored.
- Plastic blinds, transparent or rolled down screens from umbrellas are not permitted.

Gas heaters

May be temporarily located within the outdoor dining area and must:

- Be industry approved high quality gas heaters that meet Australian standards and occupational health and safety requirements.
- Table top heaters are not permitted.
- Be self-contained and free standing.
- Be securely fixed and stable.
- Not be placed where they may pose a safety of fire hazard.
- Have an integrated compliant gas bottle with a safety shut off valve (in case of tipping over) and checked daily.
- Be serviced yearly with service records kept to be produced on demand.
- Must not exceed the maximum of 1 per table.

Blinds

Encourage privatisation of the public space by enclosing the area and obstruct the view of the building façade or view pathway and are not permitted.

Barriers

Which enclose the outdoor dining area will only be permitted where there is a licence under the Liquor Act 2007 to serve alcohol in the outdoor dining area and the café/restaurant is in a designated Alcohol Free Zone.

Temporary barriers between adjoining areas may be approved on a case by case basis and should:

- Be free standing and removable.
- Have a maximum gap of 150mm between the pavement and the underside of the barrier.
- Not exceed 0.9m in height.
- Be a single colour.
- Be compatible with the design of adjacent building frontages and streetscapes.
- No rope or chain barriers are permitted.
- The use of weather protection screens is not supported by Council.

Plants and planter boxes

Are generally not approved but may be considered on a case by case basis.

Menu boards

Must be kept to a minimum, must be transportable, and must be kept within the occupied areas at all times during use.

Advertising

Outdoor furniture, including umbrellas, screens and similar shall not display advertisements for third parties. All signage on furniture shall be restricted to the business name only and not exceed 30% of the total surface area. The Exempt Development provisions of Manly LEP 2013 relating to third party signage are not applicable to movable signage but only signage affixed to the building.

2.2 Operation and Management

Health and Safety

The proprietor must ensure that the conditions of consent are complied with and that the area used is kept clean and free from litter and rubbish during the hours of operation.

The proprietor is responsible for the orderly conduct of the business and must ensure that the requirements of the *Food Act 2003* and any other applicable legislation are maintained in the serving or display of food at outdoor tables.

The proprietor must ensure that the requirements of the *Occupational Health and Safety Act 2000* and subordinate regulations, codes of practice and the like are fully met.

Storage and handling of flammable and combustible liquids will **not** be permitted within the approved Outdoor Dining Area.

Environmental Impact

The proprietor will be held responsible for the good conduct of customers and for ensuring that the premises do not give rise to offensive noise as defined in the *Protection of the Environment Operations Act 1997*. No music will be permitted in the outdoor dining area.

Development Consent will be required for the installation of any external lighting. Lighting must be designed and located so that it does not cause a nuisance to neighbouring premises and should comply with the requirements of *AS 4282-1997: Control of the obtrusive effects of outdoor lighting*.

The proprietor of the restaurant is responsible for maintaining outdoor furniture and ensuring that the furniture is kept neat and tidy whilst in use. All furniture must be removed from the footpath outside the approved hours of operation.

To minimise waste, crockery and glassware should be provided. Disposable items such as plastic, paper or polystyrene cups, containers and straws are not permitted as these create litter and have an adverse environmental effect.

The proprietor and staff must keep the outdoor dining area clean and ensure litter is removed promptly from in and around the area and disposed of properly.

Table Service

Approvals are granted only to restaurants/cafes which supply table service and are willing to extend such table service to the outdoor dining area.

Smoking

The proprietor shall not permit any patron or other person to smoke in any part of the approved Outdoor Dining Area and shall be responsible for ensuring that, at all times, notices advising that smoking is prohibited are prominently displayed.

Outdoor Dining areas are for dining only. Council will not permit any outdoor dining area to be turned into an outdoor smoking area, and any such amendment will lead to the immediate removal of outdoor dining approval.

Alcohol

Approval for outdoor dining areas only authorises the consumption of food and non-alcoholic beverages.

No alcohol can be consumed in the outdoor dining area without a prior liquor licence from Liquor and Gaming NSW. Council will not support an application for Primary Service Authorisation.

The consumption of alcohol in outdoor dining areas will only be permitted if licensed and can only be served in conjunction with a meal.

No outdoor dining approval will be granted for the consumption of alcohol only.

2.3 General Conditions

Hours of Operation

The hours of operation of the Outdoor Dining Area shall generally be restricted to the hours of 7am to 10pm Monday to Sunday. If hours of operation have been granted to the premises under a Development Application, they should not exceed the hours of operation stated in the Development Consent for the restaurant.

If no hours are stipulated in the Development Consent the operation of the outdoor dining area shall be in accordance with those set out in SEPP (Exempt & Complying Development Codes) 2008, Schedule 8, part 4, Clause 21("the procedure hours").

Where the hours of operation of the restaurant exceed the procedure hours then the hours defined in the SEPP apply to the Outdoor Dining Area.

In specific areas where residents are impacted by the operations of late night activities, Council will determine the hours of operation for the area, taking into account environmental and amenity considerations as well as the merits of each particular application for approval.

Patron Numbers

As the approval may increase the total patronage of a premises, the total internal and external patron numbers must not exceed that stated in the Development Consent for the restaurant.

Sanitary provisions must also comply with The Building Code of Australia (BCA) Table F2.3 and Table F2.4.

Limitations

Approvals in respect of premises situated in Sydney Road Plaza and Market Lane may have a restricted use clause which does not allow the use or operation of any otherwise approved Outdoor Dining Area on weekends and public holidays, when the Manly Arts & Craft Market is operating.

Spruiking

Spruiking i.e. soliciting for customers is **not** permitted under any circumstances.

Insurances

The proprietor of the restaurant are to maintain a minimum cover of \$20 million (or such higher amount as the Council/RMS may require from time to time) in respect of any one claim for public and product liability insurance which is extended to cover utilisation of the footpath area, and are required to provide evidence of that cover with their application, and whenever requested by Council. The policy of insurance is to list Council as an interested party under the policy.

The proprietor must keep current throughout the term of any approval granted in respect of an Outdoor Dining Area, a Workers' Compensation Policy in the name of the Proprietor in compliance with the requirements of the New South Wales *Workers Compensation Act 1987*. The proprietor must provide evidence of that cover whenever requested by Council.

Term of Approval

In general, the maximum term of an approval in respect of an Outdoor Dining Area shall be three (3) years. Council may approve a shorter period of time where the use of the footpath may have negative impacts on the amenity of the area. Council will consider a longer term in exceptional circumstances. The term of any approval period will be specified by a Condition of Approval.

Any initial approval granted in respect of an Outdoor Dining Area shall be subject to a 6 month trial period. The proprietor might report to Council if any complaints are received during the trial period. A set start and finish date will apply to all approvals.

Change of Ownership

The approval issued is separate to the ownership of a business conducted on the private property and has no legal attachment to the sale or transfer of ownership of a business. The approval will not automatically be transferred to the new owner. The new owner must submit an application form noting the change of ownership.

It is the responsibility of the existing proprietor to include the balance of the remaining approval fee in the sale of the business.

2.4 Fees and Bonds

Application Fee

The Application Fee payable shall be in accordance with the Council's Schedule of Fees and Charges.

Rental Fees

There is a fee for the use of the public road as an outdoor dining area charged per square metre per annum and is incorporated within the Council's Schedule of Fees and Charges.

Security Bond

The applicant shall pay a Security Bond prior to the commencement of use of the Outdoor Dining Area. This will be equal to three (3) month's rent or a minimum amount as set out in Council's Schedule of Fees and Charges, whichever is the greater amount. The Security Bond is intended to provide insurance for Council where damage to Council property has occurred, rent for outdoor dining area has not been paid and similar issues.

The Security Bond will be refunded to the proprietor when the Outdoor Dining Approval expires or the proprietor has stated that they wish to cancel it.

Compliance

Failure to comply with any one or more of these requirements may result in fines and/or termination of the approval granted by Council.

Pavement Markers

Pavement markers are stainless steel circular markers that delineate the extent of permitted outdoor dining area for individual premises.

Pavement markers will be installed when there has been a proven need and shall be purchased from, and installed by Northern Beaches Council at each outer corner of the approved outdoor dining area.

Section 3 FOOTPATH MERCHANDISE

3.1 Application Requirements

Eligibility and Guiding Principles

The display of goods on the footpath is permitted in most areas zoned for business usage in order to encourage customers to enter the premises, but not to carry out business or financial transactions.

Footpath merchandise displays should enhance local amenity. Display stands must be high quality, well-maintained and designed to improve street vitality.

The granting of footpath trading approvals, and applications for those approvals, is controlled by the approvals provisions of the Local Government Act 1993 and should adhere to the following:

- The application for approval is to be accompanied by a location plan. The application must clearly explain the proposal use, how any structures or stands are to be built, the type of materials, accurate dimensions and means of securing fixtures.
- Goods shall only project a maximum width of one metre from the front property alignment subject to a minimum footpath width of 2 metres being maintained for public access.
- Goods shall not extend beyond the side of property alignment.
- Goods shall not obstruct access to the shop or any other premises. Goods shall not create litter or any form of staining or rubbish on the footpath. A security deposit is to be lodged with Council upon application.
- Goods such as liquor, drugs, pharmaceuticals or tobacco shall not be displayed.
- Goods shall be displayed in such a manner that supervision from the shop premises is available.
- Display stands shall be constructed in a workman-like manner, well finished and secure. Materials and finish will be such that it does not deteriorate with sunlight or rain. All edges and corners shall be finished so as not to cause any injury to a passer-by or catch clothing.
- All display stands be custom made for the goods being displayed, i.e. no packing materials, cardboard boxes, crates or improvised stands permitted.
- All goods shall be displayed on stands, racks or in containers above the level of the footpath. The only goods to be displayed on the ground shall be specifically designed for that purpose. For example large plant containers, outdoor furniture such as table and chairs.
- An essential condition of the approval that goods are to be displayed within in the approved area. If this does not occur then the approval will be cancelled administratively.
- Display stands, racks or containers will be removed from the footpath when the business is closed.
- The façade of a building is not to be altered without approval of a Development Application.

- Proposed display stands should not detract from the amenity of the immediate area, having regard to the stand itself, the nature of the goods displayed or the number of stands in the immediate area.
- That the proprietors of news agencies be permitted to place tables on the footpath outside their premises to allow for the completion of forms subject to no financial transactions taking place.
- The applicant must provide a certificate of currency (minimum level of indemnity for \$10 million) from their respective public liability insurer with Council's interest noted on the policy and indemnifying Northern Beaches Council, not in respect of the granting of the approval (which would be impermissible), but in respect of any damage, injury, or loss occurring on or in relation to the use pursuant to the approval (should one issue) of the approved area of Council's footpath before an approval is issued. Proof of ongoing insurance must also be made available on demand.
- The approval or a true copy of the approval must be produced on demand to Council Officers when requested.

3.2 Fees and Bonds

Application Fee

The Application Fee payable shall be in accordance with the Council's Schedule of Fees and Charges.

Application fees currently charged are based on the number of square metres used in the footpath Merchandise display area for the period of the term.

Security Bond

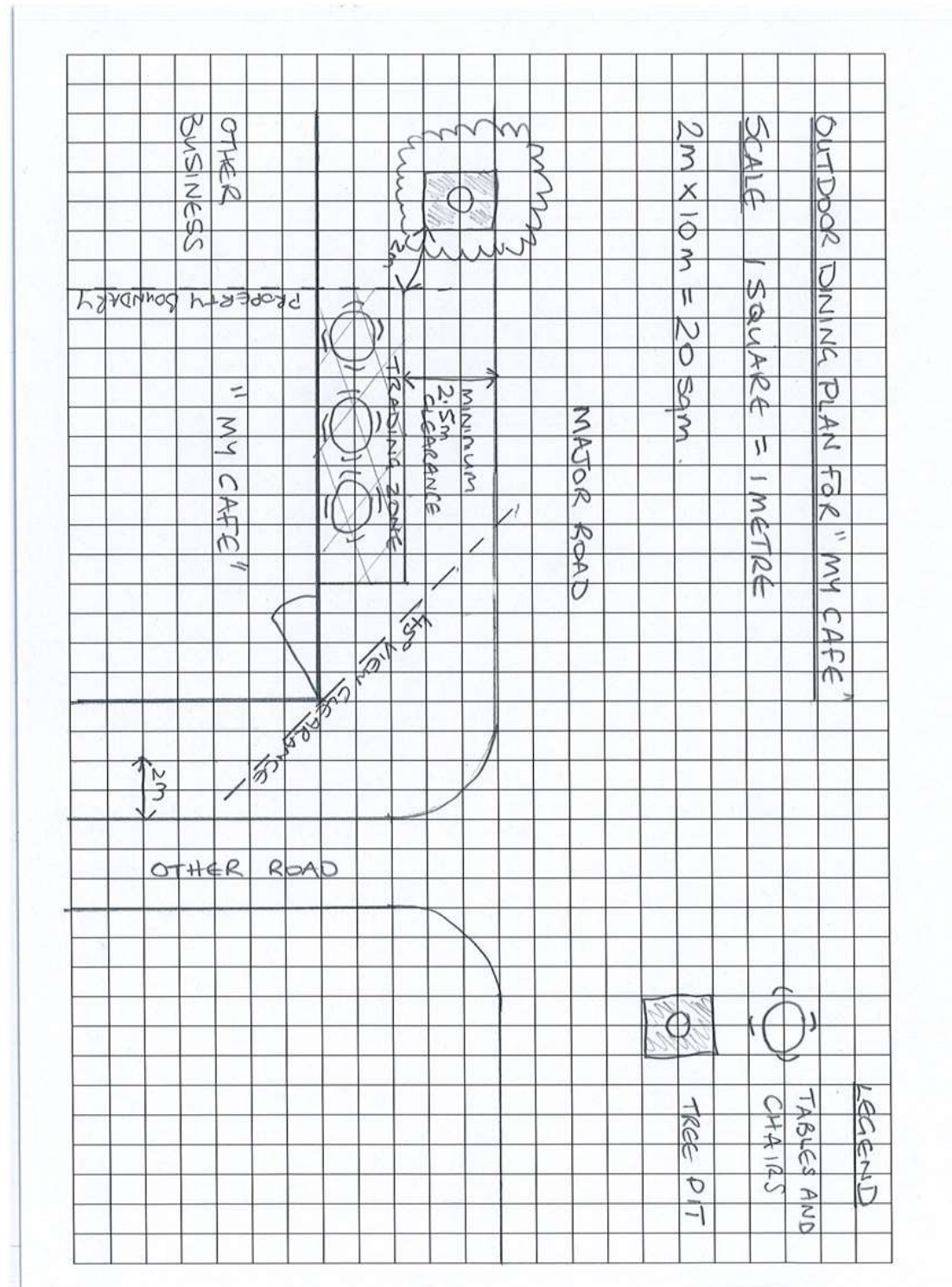
The applicant shall pay a Security Bond on application to use of the Footpath Merchandise area. This amount shall be in accordance with the Council's Schedule of Fees and Charges. The Security Bond is intended to provide insurance for Council where damage to Council property has occurred, rent for the footpath merchandise area has not been paid and similar issues.

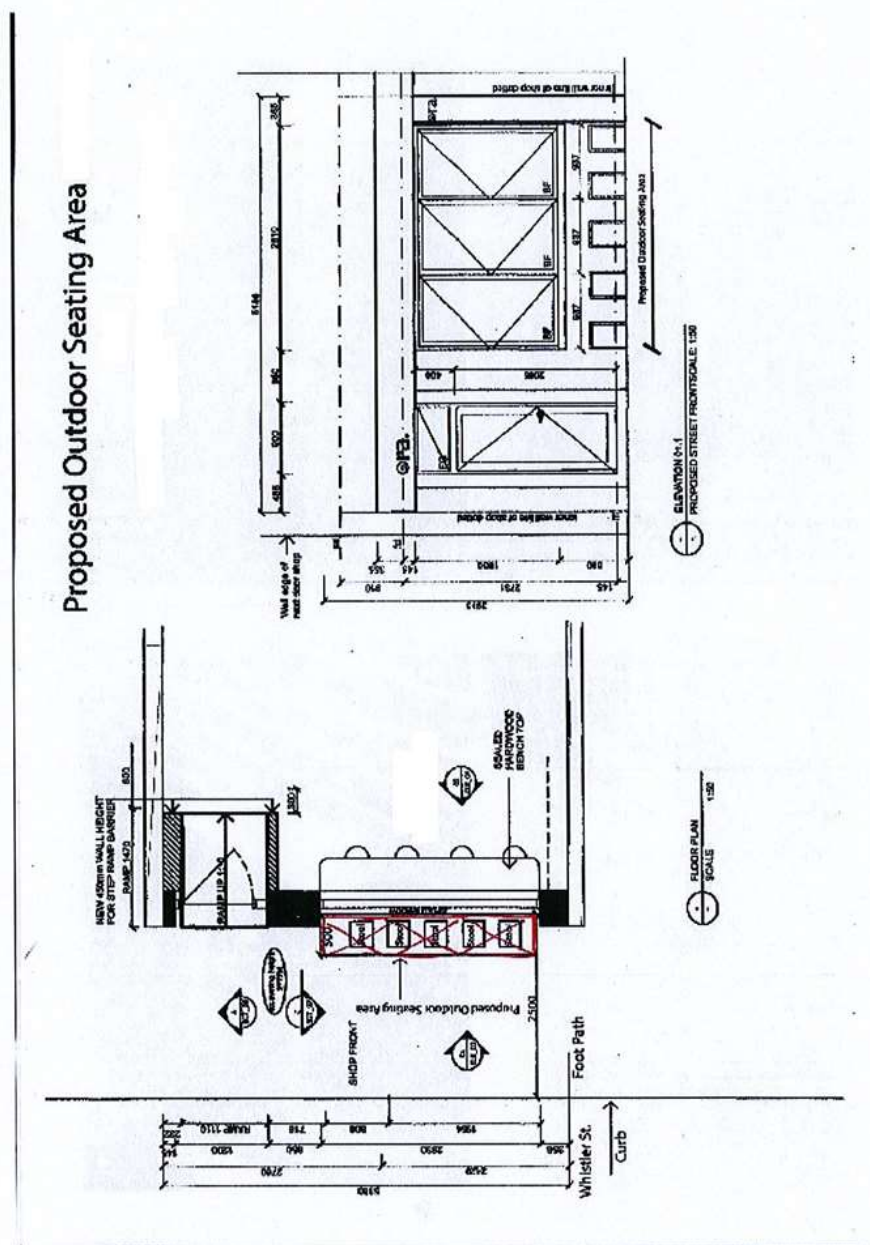
The Security Bond will be refunded to the proprietor when the Footpath Merchandise Approval expires or the proprietor has stated that they wish to cancel it.



Appendices

Appendix One Examples of detailed Site Plan







PLANNING PROPOSAL

Amendment to Schedule 2, Exempt Development
Manly Local Environmental Plan 2013

May 2018
Public Exhibition

TRIM 2018/343943

Contents

Part 1 – Intended Outcomes	3
Part 2 – Explanation of Provisions	4
Part 3 – Justification	5
Part 4 – Maps	14
Part 5 – Community Consultation	15
Part 6 – Project Timeline	16

Part 1 – Intended Outcomes

The intended outcomes of the Planning Proposal are:

- to support the visioning, management and delivery of Council's annual event programs for the community; and
- to ensure consistent provisions for Exempt Development across Northern Beaches Council in relation to outdoor commercial uses of community land that is already authorised under the use and management provisions of Community Land under the Local Government Act 1993.

Both Warringah LEP 2011 and Pittwater LEP 2014 lists 'Outdoor areas of community land for commercial purposes' as Exempt Development where such purposes are authorised under Division 2 of Part 2 of Chapter 6 of the Local Government Act. This Planning Proposal seeks to insert the above development types into Schedule 2 in the Manly LEP 2013 (Manly LEP) in a similar manner to other LEPs for Northern Beaches Council.

Part 2 – Explanation of Provisions

The proposal seeks to amend Schedule 2 - Exempt Development of the Manly LEP by inserting a new development type as Exempt Development as follows:

Outdoor areas of community land for commercial purposes

Must be authorised under Division 2 of Part 2 of Chapter 6 of the Local Government Act

Part 3 – Justification

Section A – Need for the Planning Proposal

1. Is the Planning Proposal a result of any strategic study or report?

The Planning Proposal is not the result of any strategic study or report but the proposal is prepared as a result of Council's Events Team review of approval pathways for events held on land under the Manly LEP. It has been identified that certain provisions exist under Warringah LEP 2011 and Pittwater LEP 2014 which should be inserted into the Manly LEP. It is this recent Council review of practices and procedures in relation to events across Northern Beaches Council that has resulted in this Planning Proposal.

The Draft Northern Beaches Events Strategy was exhibited from Saturday 23 December 2017 to Sunday 11 February 2018. The Planning Proposal aligns with the priorities, directions and goals of this draft strategy in managing outdoor events on community land for various commercial purposes (further detailed below under Section B.4).

2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Clause 3.1 and Schedule 2 of the Manly LEP provide the only means of achieving exempt development under the instrument.

Section B – Relationship to strategic planning framework

3. Is the Planning Proposal consistent with the objective and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

A Plan for Growing Sydney

A Plan for Growing Sydney, released in December 2014, is the NSW Government's plan for the future of the Sydney Metropolitan Area over 20 years. The Plan provides key directions and actions to guide Sydney's productivity, environmental management, and liveability.

The Plan provides investment in services in 28 strategic centres across the city including the Manly Strategic Centre. The proposed amendments to the Manly LEP, as particularly applicable to the Manly Strategic Centre, are consistent with the objectives and actions of *A Plan for Growing Sydney*.

A Plan for Growing Sydney also aims to ensure communities have access to the things they value including Community Land and the strategy recognises that arts and culture will help build vibrant communities. The Planning Proposal is consistent with the objective and actions of the strategy in ensuring consistent and appropriate approval pathways for local events. In this regard, many of the events to which the Planning Proposal will apply are aligned with the Arts and Culture.

Greater Sydney Region Plan

The Greater Sydney Region Plan - "A Metropolis of Three Cities – connecting people" March 2018 by Greater Sydney Commission establishes the concept of a metropolis of 3 cities – Western Parkland City, Central River City, and Harbour City,

The following Objectives in particular are relevant to the Planning Proposal:

Objective 7: Communities are healthy, resilient and socially connected. Comment: Provision for outdoor activities on Community Land under this Planning Proposal is consistent with Objective 7 which seeks to sustain social networks and allow social interaction and community cultural life.

Objective 9: Greater Sydney celebrates the arts and supports creative industries and innovation. Comment: In accordance with this objective, the Planning Proposal will introduce, through Exempt Development provisions, certain opportunities for the use of Community Land that are already authorised under the Local Government Act to facilitate opportunities for greater cultural and artistic expression with a minimum regulatory burden.

Objective 12: Great places that bring people together. Comment: This objective recognises that Great places have a focus on the public realm and open space that attracts residents, workers, visitors, enterprise and investment. This Planning Proposal which provides for outdoor activities on Community land is consistent with Objective 12.

Objective 22: Investment and business activity in centres. Comment: The Planning Proposal is consistent with Objective 22 in introducing limited Exempt Development provisions which encourage appropriate opportunities to attract investment, business activity and jobs in the centre.

Objective 31: Public open space is accessible, protected and enhanced. Comment: This Planning Proposal requires that the use of Community Land for commercial purposes as Exempt Development must be authorised under the Local Government Act, thereby providing protections consistent with this objective.

North District Plan

The North District Plan – "Our Greater Sydney 2056 North District Plan – connecting communities" March 2018 by Greater Sydney Commission provides a 20-year plan to manage growth and achieve the 40-year vision, while enhancing Greater Sydney's liveability, productivity and sustainability into the future. It is a guide for implementing the North District Plan at a district level and is a bridge between regional and local planning.

The Planning Proposal is consistent with a number of general directions/ priorities in the North District Plan.

Manly Town Centre is identified as a Strategic Centre in the North District Plan prepared by the Greater Sydney Commission. Actions in the Plan to strengthen the Manly Local Centre include:

- Further develop Manly as a cultural, tourist, retail and entertainment precinct
- Improve public transport connections to Manly Wharf from other lower Northern Beaches suburbs
- Provide improved public transport to Chatswood, Frenches Forest, St Leonards, Macquarie Park and Macquarie University
- Encourage diversified commercial activity to improve economic resilience
- Encourage eco-tourism around North Head and the Cabbage Tree Bay Aquatic Reserve.

4. Is the Planning Proposal consistent with a council's local strategy or other local strategic plan?

A review has been undertaken of the Planning Proposal against certain policies and plans of Northern Beaches Council (including the former Manly Council) as follows:

Northern Beaches Events Strategy

The Northern Beaches Events Strategy was recently adopted by Council. This Strategy is designed to support the visioning, strategic planning, management and delivery of our annual event programs for the community. Events, festivals and social activities provide opportunities to bring people together and support greater connectivity between cross-sections of the community. The development of an Events Management Strategy and Framework will help the Northern Beaches develop a vibrant, exciting and accessible events programme that brings our community together and attracts visitors.

In the initial community engagement stages for this Strategy, Council had broadly reviewed event planning across the Northern Beaches and the Planning Proposal is consistent with Council's review of event planning dealing with the outdoor events on Community Land for commercial purposes.

Northern Beaches Community Strategic Plan 2017-2028 'SHAPE 2028'

The Northern Beaches Community Strategic Plan was adopted by the Northern Beaches Council in June 2018 following 2 stages of engagement and drafting in September/October 2016 (developing community issues, priorities and visions) and in March/April 2017 (developing draft goals and strategies to achieve the vision).

The Plan is built around themes of community, place, environment and leadership. The objectives and intended outcomes of the Planning Proposal support the Community Strategic Plan by enabling appropriate regulation associated with approval pathways for outdoor uses of community land including events which are already authorised under the Local Government Act. In particular, the Planning Proposal supports the Community Strategic Plan's key outcome areas in terms of good governance and regulatory provisions that enable the growth of a vibrant economy and connected community in a sustainable way.

Standard Instrument Order (Local Environmental Plans) 2006

Pursuant to the Standard Instrument Order (Local Environmental Plans) 2006, all 3 of the Northern Beaches standard LEPs include provisions for Exempt Development pursuant to clause 3.1 which reads as follows:

3.1 Exempt development

Note. Under section 76 of the Act, exempt development may be carried out without the need for development consent under Part 4 of the Act or for assessment under Part 5 of the Act.

The section states that exempt development:

- (a) must be of minimal environmental impact, and*
- (b) cannot be carried out in a declared area of outstanding biodiversity value under the Biodiversity Conservation Act 2016 or declared critical habitat under Part 7A of the Fisheries Management Act 1994, and*
- (c) cannot be carried out in a wilderness area (identified under the Wilderness Act 1987).*
- (1) The objective of this clause is to identify development of minimal environmental impact as exempt development.*
- (2) Development specified in Schedule 2 that meets the standards for the development contained in that Schedule and that complies with the requirements of this Part is exempt development.*
- (3) To be exempt development, the development:*
 - (a) must meet the relevant deemed-to-satisfy provisions of the Building Code of Australia or, if there are no such relevant provisions, must be structurally adequate, and*
 - (b) must not, if it relates to an existing building, cause the building to contravene the Building Code of Australia, and*
 - (c) must not be designated development, and*
 - (d) must not be carried out on land that comprises, or on which there is, an item that is listed on the State Heritage Register under the Heritage Act 1977 or that is subject to an interim heritage order under the Heritage Act 1977.*
- (4) Development that relates to an existing building that is classified under the Building Code of Australia as class 1b or class 2–9 is exempt development only if:*
 - (a) the building has a current fire safety certificate or fire safety statement, or*
 - (b) no fire safety measures are currently implemented, required or proposed for the building.*
- (5) To be exempt development, the development must:*
 - (a) be installed in accordance with the manufacturer's specifications, if applicable, and*
 - (b) not involve the removal, pruning or other clearing of vegetation that requires a permit, development consent or other approval unless it is undertaken in accordance with a permit, development consent or other approval.*
- Note. See State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 and Part 5A of the Local Land Services Act 2013.*
- (6) A heading to an item in Schedule 2 is part of that Schedule.*

Schedules 2 Exempt Development under both Warringah Local Environmental Plan 2011 and Pittwater Local Environmental Plan 2014 specify exempt development which may be carried out in accordance with Clause 3.1 including the following:

Outdoor areas of community land used for commercial purposes

Must be authorised under Division 2 of Part 2 of Chapter 6 of the Local Government Act 1993.

The abovementioned provision is the same provision as sought in this Planning Proposal for the Manly LEP, thereby providing for consistent Exempt Development provisions across Northern Beaches Council.

This Planning Proposal seeks to insert the above development types into Schedule 2 in the Manly LEP in a similar manner to both Warringah LEP 2011 and Pittwater LEP 2014.

5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

The Planning Proposal is consistent with applicable State Environmental Planning Policies as shown in the following table.

Table 1. Compliance with State Environmental Planning Policies (SEPPs)

SEPPs (as at September 2017)		Applicable	Consistent
1	Development Standards	YES	YES
14	Coastal Wetlands	NO	N/A
19	Bushland in Urban Areas	YES	YES
21	Caravan Parks	YES	YES
26	Littoral Rainforests	NO	N/A
30	Intensive Agriculture	NO	N/A
33	Hazardous and Offensive Development	YES	YES
36	Manufactured Home Estates	NO	N/A
44	Koala Habitat Protection	YES	YES
47	Moore Park Showground	NO	N/A
50	Canal Estate Development	YES	YES
52	Farm Dams and Other Works in Land and Water Management Plan Areas	NO	N/A
55	Remediation of Land	YES	YES
62	Sustainable Aquaculture	YES	YES
64	Advertising and Signage	YES	YES
65	Design Quality of Residential Apartment Development	YES	YES
70	Affordable Housing (Revised Schemes)	YES	YES
71	Coastal Protection	YES	YES
	Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	YES	YES
	(Affordable Rental Housing) 2009	YES	YES
	(Building Sustainability Index: BASIX) 2004	YES	YES
	(Exempt and Complying Development Codes) 2008	YES	YES
	(Housing for Seniors or People with a Disability) 2004	YES	YES
	(Infrastructure) 2007	YES	YES
	(Integration and Repeals) 2016	NO	N/A
	(Kosciuszko National Park – Alpine Resorts) 2007	NO	N/A
	(Kurnell Peninsula) 1989	NO	N/A
	(Mining, Petroleum Production and Extractive Industries) 2007	YES	YES
	(Miscellaneous Consent Provisions) 2007	YES	YES
	(Penrith Lakes Scheme) 1989	NO	N/A
	(Rural Lands) 2008	NO	N/A
	(State and Regional Development) 2011	YES	YES
	(State Significant Precincts) 2005	YES	YES
	(Sydney Drinking Water Catchment) 2011	NO	N/A
	(Sydney Region Growth Centres) 2006	NO	N/A
	(Three Ports) 2013	NO	N/A
	(Urban Renewal) 2010	NO	N/A
	(Western Sydney Employment Area) 2009	NO	N/A
	(Western Sydney Parklands) 2009	NO	N/A

6. Is the planning proposal consistent with applicable Ministerial Directions?

Yes. The Planning Proposal is consistent with applicable Ministerial Directions (as shown in Attachment 1). Comments on each of the applicable Directions are provided in Table 2 below.

Table 2: Ministerial Directions

Ministerial Direction	Comment
1. Employment and Resources	
1.1 Business and Industrial Zones	
The objectives of this direction are to: (a) encourage employment growth in suitable locations, (b) protect employment land in business and industrial zones, and (c) support the viability of identified centres.	As the Planning Proposal will apply only to Community Land this direction, as applying to land within a business or industrial zone is not applicable.
2 Environment and Heritage	
2.1 Environment Protection Zones	
The objective of this direction is to protect and conserve environmentally sensitive areas.	As the Exempt Development under this Planning Proposal must be authorised under Division 2 of Part 2 of Chapter 6 of the Local Government Act 1993, adequate provisions are included that facilitate the protection and conservation of environmentally sensitive areas.
2.2 Coastal Protection	
The objective of this direction is to implement the principles in the NSW Coastal Policy	As the Exempt Development under this Planning Proposal must be authorised under Division 2 of Part 2 of Chapter 6 of the Local Government Act 1993, adequate provisions are included that give effect to, and are consistent with the relevant policy, guidelines and manual as may be applicable.
2.3 Heritage Conservation	
The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.	As the Exempt Development under this Planning Proposal must be authorised under Division 2 of Part 2 of Chapter 6 of the Local Government Act 1993, adequate provision is made that facilitate the conservation of heritage under this direction.
4. Hazard and Risk	
4.1 Acid Sulfate Soils	
The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.	As the Exempt Development under this Planning Proposal must be authorised under Division 2 of Part 2 of Chapter 6 of the Local Government Act 1993, appropriate considerations are made of any land having a probability of containing acid sulfate soils.
4.3 Flood Prone Land	
The objectives of this direction are: (a) to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and (b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.	As the Exempt Development under this Planning Proposal must be authorised under Division 2 of Part 2 of Chapter 6 of the Local Government Act 1993, appropriate considerations are given to any land having a probability of flood risk.

4.4 Planning for Bushfire Protection	
The objectives of this direction are: (a) to protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, and (b) to encourage sound management of bush fire prone areas.	As the Exempt Development under this Planning Proposal must be authorised under Division 2 of Part 2 of Chapter 6 of the Local Government Act 1993 appropriate considerations are made of land mapped as bushfire prone land.
6. Local Plan Making	
6.1 Approval and Referral Requirements	
The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.	The Planning Proposal is consistent with the terms of this direction as follows: a) provisions that require the concurrence, consultation or referral of DAs to a Minister or public authority are minimised (b) no provisions are contained in the Planning Proposal requiring concurrence, consultation or referral of a Minister or public authority. (c) no development is identified as designated development.
6.2 Reserving Land for Public Purposes	
The objectives of this direction are: (a) to facilitate the provision of public services and facilities by reserving land for public purposes, and (b) to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.	The proposal is inconsistent with this Direction as the approval of the Secretary has not been obtained in relation to the alteration of existing zoning or reservation of land for public purposes. Considering the proposal will contribute to community participation and an enhanced sense of place and liveability, the inconsistency with this Direction is of minor significance and considered justified by the terms of the Direction.
6.3 Site Specific Provisions	
The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.	This direction applies as the Planning Proposal will allow certain development types to be carried out as Exempt Development but must be authorised under Division 2 of Part 2 of Chapter 6 of the Local Government Act 1993.
7 Metropolitan Planning	
7.1 Implementation of A Plan for Growing Sydney	
The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.	The Planning Proposal is consistent with the NSW Government's "A Plan for Growing Sydney".

Section C – Environmental, social and economic impact**7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?**

No. The provisions of the Local Government Act, Chapter 6, Part 2 Division 2, provides appropriate protections for community land comprising the habitat of endangered species (clause 36A) and of threatened species (clause 36B).

8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The Planning Proposal will ensure that Commercial Development on Community Land is subject to the provisions of the Local Government Act, Chapter 6, Part 2 Division 2. As landowner, Council will review and approve all private proposals for use of Community Land, ensuring environmental impacts are addressed.

9. Has the Planning Proposal adequately addressed any social and economic effects?

The Planning Proposal makes provision for the appropriate use of Community Land in accordance with authorised activities under the Local Government Act. Social and Economic benefits accrue from with the orderly management of land in this regard for the further development of the Manly area as a cultural, tourist, retail and entertainment precinct.

Section D – State and Commonwealth interests**10. Is there adequate public infrastructure for the planning proposal?**

The Exempt Development is proposed, will not result in an increase in demand for public infrastructure. Under the Local Government Act, Chapter 6, Part 2 Division 2 requirements for adequate public infrastructure are addressed for the management and use of Community Land.

11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

No formal consultation has been undertaken with other State or commonwealth authorities. Where necessary, consultation with relevant authorities will be undertaken as required in accordance with initial Gateway determination. A stated action of the NSW Governments' draft North District Plan for the Manly Strategic Centre is its growth as a cultural, tourist, retail and entertainment precinct.

Part 4 – Maps

There are no maps associated with the Planning Proposal

Part 5 – Community Consultation

Council will place the planning proposal on public exhibition in accordance with the Gateway Determination and consistent with Council's Community Engagement Policy including:

- A public notice in the Manly Daily notifying of the public exhibition;
- Letters to key stakeholders including public authorities and / or organisations under section 3.34(2)(d) of the Act including Roads and Maritime Services; Environmental Protection Agency; Office of Environment and Heritage; and Department of Primary Industries – Crown Lands Division;
- Hard copies of the exhibition material at Council's offices; and
- Electronic copies of the exhibition material on Council's website.

The Gateway determination will confirm the public consultation that must be undertaken.

Part 6 – Project Timeline

Task	Anticipated timeframe
Referral to Department of Planning & Environment for Gateway determination	April 2018 (completed)
Issue of Gateway determination	3 May 2018 (completed)
Government agency consultation	June 2018 (commenced)
Public exhibition period	2 June 2018 to 1 July 2018 (completed)
Consideration of submissions	July 2018 (completed)
Report to Council to determine Planning Proposal	September 2018
Submit Planning Proposal to the Department of Planning & Environment for determination	October 2018

Attachment 1 – Ministerial s.117 directions

Directions	Applicable	Consistent
1 Employment and Resources		
1.1 Business and Industrial Zones	YES	YES
1.2 Rural Zones	NO	N/A
1.3 Mining, Petroleum Production and Extractive Industries	NO	N/A
1.4 Oyster Aquaculture	NO	N/A
1.5 Rural Lands	NO	N/A
2 Environment and Heritage		
2.1 Environment Protection Zones	YES	YES
2.2 Coastal Protection	YES	YES
2.3 Heritage Conservation	YES	YES
2.4 Recreation Vehicle Areas	NO	N/A
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEP's	NO	N/A
3 Housing, Infrastructure and Urban Development		
3.1 Residential Zones	NO	N/A
3.2 Caravan Parks and Manufactured Home Estates	NO	N/A
3.3 Home Occupations	NO	N/A
3.4 Integrating Land Use and Transport	NO	N/A
3.5 Development Near Licensed Aerodromes	NO	N/A
3.6 Shooting Ranges	NO	N/A
4 Hazard and Risk		
4.1 Acid Sulfate Soils	YES	YES
4.2 Mine Subsidence and Unstable Land	NO	N/A
4.3 Flood Prone Land	YES	YES
4.4 Planning for Bushfire Protection	YES	YES
5 Regional Planning		
5.1 Implementation of Regional Strategies	NO	N/A
5.2 Sydney Drinking Water Catchments	NO	N/A
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	NO	N/A
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	NO	N/A
5.5 Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA) (Revoked 18 June 2010)	NO	N/A
5.6 Sydney to Canberra Corridor (Revoked 10 July 2008 See amended Direction 5.1)	NO	N/A
5.7 Central Coast (Revoked 10 July 2008. See amended Direction 5.1)	NO	N/A
5.8 Second Sydney Airport: Badgerys Creek	NO	N/A
5.9 North West Rail Link Corridor Strategy	NO	N/A
5.1 Implementation of Regional Plans	NO	N/A
6 Local Plan Making		
6.1 Approval and Referral Requirements	YES	YES
6.2 Reserving Land for Public Purposes	YES	YES
6.3 Site Specific Provisions	YES	YES
7 Metropolitan Planning		
7.1 Implementation of A Plan for Growing Sydney	YES	YES
7.2 Implementation of Greater Macarthur Land Release Investigation	NO	N/A
7.3 Parramatta Road Corridor Urban Transformation Strategy	NO	NO
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	NO	NO
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	NO	NO
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	NO	NO
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	NO	NO



Planning & Environment

Gateway Determination

Planning Proposal (Department Ref: PP_2018_NBEAC_002_00): to amend Schedule 2 of Manly Local Environmental Plan 2013 to include 'outdoor areas of Community Land for commercial purposes' as Exempt Development, subject to the use being in keeping with the requirements of the relevant Plan of Management authorised under Division 2 of Part 2 of Chapter 6 of the Local Government Act 1993.

I, the Director, Sydney Region East, at the Department of Planning and Environment, as delegate of the Greater Sydney Commission, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Manly Local Environmental Plan (LEP) 2013 should proceed subject to the following conditions:

1. Prior to community consultation, the Planning Proposal is to be updated to:
 - (a) demonstrate consistency with the Greater Sydney Regional Plan and Revised North District Plan; and
 - (b) update the Planning Proposal to refer to the new numbering in the Act.
2. Community consultation is required under section 3.34(2)(c) and Schedule 1 clause 4 of the Act as follows:
 - (a) the Planning Proposal is classified as low impact as described in *A guide to preparing local environmental plans* (Department of Planning and Environment 2016) and must be made publicly available for a minimum of **14 days**; and
 - (b) the Planning Proposal authority must comply with the notice requirements for exhibition of Planning Proposal and the specifications for material that must be made publicly along with Planning Proposal as identified in section 5.5.2 of *A guide to preparing local environmental plans* (Department of Planning and Environment 2016)
3. Consultation is required with the following public authorities and / organisations under section 3.34(2)(d) of the Act:
 - Roads and Maritime Services;
 - Environmental Protection Agency;
 - Office of Environment and Heritage; and
 - Department of Primary Industries – Crown Lands Division.

Each public authority/organisation is to be provided with a copy of the Planning Proposal and any relevant supporting material, and given at least 21 days to comment on the proposal.



Planning & Environment

4. A public hearing is not required to be held into this matter by any person or body under section 3.34(2)(e) of the *Environmental Planning and Assessment Act 1979*. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).
5. The Planning Proposal authority is authorised as the local plan-making authority to exercise the functions under section 3.36(2) of the Act subject to the following:
 - a. the Planning Proposal authority has satisfied all the conditions of the Gateway determination;
 - b. the Planning Proposal is consistent with section 9.1 Directions or the Secretary has agreed that any inconsistencies are justified; and
 - c. there are no outstanding written objections from public authorities.
6. The time frame for completing the LEP is to be **9 months** from the week following the date of the Gateway determination.

Dated 3rd day of May 2018.


Amanda Harvey
Director, Sydney Region East
Planning Services
Department of Planning and Environment

Delegate of the Greater Sydney Commission



27 November 2018

Our Ref: 11007 Peer Review

Northern Beaches Council
725 Pittwater Rd
DEE WHY NSW 2099

Attention: Paul Christmas

Dear Paul,

RE: Peer Review of Submissions and Planning Proposal Report for Facilitating Activities on Community Land in Manly Planning Proposal

Property: Facilitating Activities on Community Land - Manly Local Environmental Plan 2013

Introduction

This advice is a Peer Review of Submissions and Planning Proposal Report for Facilitating Activities on Community Land in Manly Planning Proposal. In preparing this peer review the following documents have been reviewed:

- Planning Proposal Amendment to Schedule 2, Exempt Development Manly Local Environmental Plan 2013, dated May 2108 as exhibited
- Item 10.1 Report to Council Meeting 27 March 2018
- Five (5) Submissions to Planning Proposal exhibition
- Draft Report to Council to finalise Planning Proposal
- Manly LEP 2013
- Warringah LEP 2011
- Pittwater LEP 2014
- Division 2 of Part 2 of Chapter 6 of the Local Government Act 1993
- Standard Instrument—Principal Local Environmental Plan
- Various Plans of Management as adopted by Council and available on Council's website.

ABN 39 585 269 237

A Level 10, 70 Pitt Street Sydney NSW 2000 P GPO Box 5013, Sydney NSW 2001
T (02) 9249 4100 F (02) 9249 4111 E info@glnplanning.com.au

glnplanning.com.au

Northern Beaches Council



Background

Northern Beaches Council considered a report on 27 March 2018 to submit a Planning Proposal to the Department of Planning and Environment (DPE) "to insert a new provision into Schedule 2 of Manly Local Environmental Plan 2013 to make the use of "outdoor areas of community land for commercial purposes" Exempt Development subject to the use being in keeping with the requirements of the relevant Plan of Management".

The need to prepare the Planning Proposal arose out of inconsistent provisions in Warringah Local Environmental Plan 2011 and Pittwater Local Environmental Plan 2015. The Planning Proposal seeks to align the provisions of all Local Environmental Plans within the Northern Beaches Local Government Area .

At its meeting on 27 March 2018, Council resolved to prepare a Planning Proposal to amend Manly LEP to enable activities to be arranged on Community Land without the need to undergo a consent process on each occasion.

A Gateway Determination was issued by the Department of Planning and Environment (DPE) on 3 May 2018. The Planning Proposal was publicly exhibited from 27 May 2018 to 24 June 2018. Five submissions were received comprising three from State Agencies and 2 public submissions. One of the public submissions was made by a resident who is also an employee within the Strategic and Place Planning Branch at Northern Beaches Council. The report prepared recommending finalisation of the Draft LEP to amend Manly LEP 2013 details the probity measures undertaken during the preparation, exhibition and reporting of the matter.

Planning Proposal

The Planning Proposal seeks to insert into Schedule 2 of Manly LEP - Exempt Development the following:

"Outdoor areas of community land for commercial purposes

Must be authorised under Division 2 of Part 2 of Chapter 6 of the Local Government Act."

Schedule 2 of Manly LEP is enabled by Clause 3.1 which is a compulsory provision of the Standard Instrument—Principal Local Environmental Plan. Clause 3.1(2) provides as follows:

"(2) Development specified in Schedule 2 that meets the standards for the development contained in that Schedule and that complies with the requirements of this Part is exempt development."

Manly LEP currently identifies categories of signage as exempt development. It is noted that whilst the Draft LEP seeks to provide consistency between the planning controls of WLEP and PLEP the consistency achieved is only in respect of the "use of outdoor areas of community land for commercial purposes where authorised under Division 2 of Part 2 of Chapter 6 of the Local Government Act 1993".

The Planning Proposal as drafted will achieve the stated outcome and effect.

Northern Beaches Council



Submissions raised and consideration of Submissions

The draft report addresses the public authority consultation submissions within the body of the report. All matters raised have been addressed. It is noted that Council will be required to refer Plans of Management to Council's Local Traffic Committee. A method or operational practice needs to be identified within the report to ensure referral to the Local Traffic Committee occurs.

The 2 resident submissions and the proposed commentary have been reviewed. Some amendments to the resident submissions table (Attachment 2 of the draft report) are suggested for clarification and comparison of available approval pathways. An amended Table for Attachment 2 is included with this advice.

Effectiveness of Planning Proposal

The Planning Proposal will enable the use of outdoor areas of community land for commercial purposes as exempt development only as authorised Division 2 of Part 2 of Chapter 6 of the Local Government Act 1993.

It is noted that Clause 2.8 of MLEP 2013, WLEP 2011 and PLEP 2014 all enable the granting of development consent for the "Temporary use of land". We are aware of examples within the City of Sydney where these provisions have been used for the ongoing approval of commercial activities including the Moonlight Cinema, sporting events and similar within community and operational land. The current Planning Proposal provides an alternative approval pathway in a manner consistent across the Northern Beaches Local Government Areas.

The Planning Controls of the former Manly, Warringah and Pittwater Local Government Areas will continue to contain inconsistencies in the broader effect and operation of the planning controls which will only be remedied by the preparation and making of Northern Beaches Local Environmental Plan.

This Planning Proposal will enable consistent advice and an approvals pathway for all commercial activities on community land within Northern Beaches Local Government Area

Conclusion

This peer review determines that the Council Report (with minor amendments) has been prepared in a manner consistent with the provisions of the Environmental Planning and Assessment Act, 1979 as amended and the Gateway determination dated 3 May 2018.

The following matters should be addressed in the Report to Council recommending Council exercise its delegation to undertake the functions of the Minister for Planning under section 3.36 of the Environmental Planning and Assessment Act 1979 to amend Manly Local Environmental Plan 2013 to give effect to the publicly exhibited Planning Proposal.

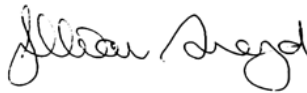
1. Include amended resident submissions table as Attachment 2 to the Draft Report as attached to this advice.
2. A method or operational practice needs to be identified within the report to ensure referral of Plans of Management to the Local Traffic Committee occurs

Northern Beaches Council

.
.

3. Add "1993" to Local Government References in draft report to five references on pages 2 to 4 of the draft report.
4. Where new or amended Plans of Management are to be prepared, all matters raised in submissions to be considered in the preparation of the draft plans of management to permit commercial activities.

Yours faithfully

GLN PLANNING PTY LTD**JILLIAN SNEYD**
CONSULTANT PLANNER

Att: Submissions Table

Resident Submissions - Public Exhibition – Planning Proposal – Facilitating Activities on Community Land – Manly Local Environment Plan 2013

Name	Issues	Comments
Submission #1	What are outdoor commercial activities?	<p>'Outdoor areas of community land used for commercial purposes' is not defined in the Planning Proposal, but commercial activities are activities intended for profit.</p> <p>In this regard, the LEP requires that the activity must be authorised under Division 2 of Part 2 of Chapter 6 of the Local Government Act 1993.</p> <p>In this context the Act provides for the authorisation of leases and licences which is also a commercial transaction, typically made in the public interest.</p>
	Does this mean that non-commercial activities require a DA?	<p>Whether a development or activity requires development consent is firstly determined by the provisions of the relevant Land Use Zone in the Local Environment Plan.</p> <p>This Planning Proposal does not amend the existing zone or land use tables which currently include provisions for non-commercial activities such as 'community facilities'.</p> <p>Clause 2.8 of MLEP, WLEP and PLEP all enable the granting of development consent for the temporary use of land if the use does not compromise future development of the land, or have detrimental economic, social, amenity or environmental effects on the land. Sydney City Council has granted development consent for generic temporary events within the Domain and Botanical Gardens ie: Moonlight Cinema; Opera and triathlon type events.</p> <p>Development Consent may also be required under relevant State Environmental Planning Policies (SEPPs) including the SEPP (Infrastructure) 2006 dealing with activities undertaken by or for Council.</p> <p>Some activities may also be permissible as exempt and complying development under the provisions of State Environmental Planning Policy (Exempt and Complying Development).</p>
	What size of an event, how many and how often is allowed given that the contention is a minimal environmental impact? Will this result in all other events requiring development consent as temporary land uses?	<p>The type and number of events able to be held subject to this Planning Proposal will be determined by Council and will be strictly confined to activities that are authorised under a Plan of Management.</p> <p>Those activities which Council deems inappropriate to be authorised under a Plan of Management due to likely impacts will not be</p>

		<p>exempt and will require development consent.</p> <p>The Plan of Management enables opportunity for community input into the activities to be permitted and controls to be imposed. Community consultation is required to prepare or amend Plans of Management.</p>
	<p>If the aim is to reduce inconsistencies across areas which Council intend to deal with the commencement of the new Crown Lands Act on 1st July? Will this apply to all crown land as well?</p>	<p>Crown Lands transferred to Council ownership as part of this program will be managed by Council in the future under the Local Government Act. Plans of Management will be required to be prepared for much of this land.</p> <p>The proposed amendments to the Manly LEP would potentially apply to this land subject to authorisation by a Plan of Management.</p> <p>Management in relation to these lands is a separate project and does not impede the finalisation of this Planning Proposal.</p>
	<p>Can a plan of management under the LGA change the EP&A Act requirements for a concert?</p>	<p>Where concerts are permissible with development consent under existing LEP provisions, Development Consent would be required. If facilitated under the Local Government Act or the Plan of Management for the land enabled concerts, then an alternative approval pathway as exempt development would be available.</p>
Submission #2	<p>The intended outcome of the planning proposal is not clear.</p> <p>The main outcome of the planning proposal to create consistency between the three LEPs is inadequate justification and there is no assessment of potential impacts to the local community. The planning proposal will allow for outdoor areas of community land in Manly to be used for a commercial purpose as exempt development in accordance with the LG Act 1993. The provisions of the LG Act 1993 require community land to be used and managed in accordance with the Plan of Management applying to the land; however, there is no Plan of Management that applies to community land for commercial purpose in Manly. A Plan of Management should be developed and agreed to with the community prior to this planning proposal proceeding any further.</p>	<p>The intended outcome is to support the visioning, management and delivery of Council's annual event programs for the community and to ensure consistency across Council's LEPs.</p> <p>Potential impacts on the local community will be considered in the preparation and amendment of Plans of Management to authorise specific uses. Such Plans must be consulted with the community before adoption.</p> <p>In addition, Council's Events team undertakes its own internal assessment of proposed events on a case by case basis, consulting with all relevant internal stakeholders to ensure potential environmental impacts are addressed.</p> <p>When a certain activity cannot be facilitated under the Local Government Act or when the Plan of Management does not provide for the authorisation of such an activity, the proposed Exempt Development provision cannot be applied.</p> <p>All Community Land is subject to a Plan of Management under the Local Government Act. Where commercial activities are not authorised by a Plan of Management as exempt development, they will be subject to</p>

		<p>development consent.</p> <p>Existing Plans of Management will require amendment to authorise specific commercial activities. This will be subject to separate community consultation. The current Planning Proposal can proceed without amending existing Plans of Management as an enabling clause..</p>
	<p>There is inadequate justification for the planning proposal.</p> <p>The planning proposal also relies on aligning with the draft Northern Beaches Events Strategy - however, this is a draft strategy that has not been endorsed by Council and is not a relevant consideration for the planning proposal. It is noted that Manly hosts four major events each year, with each event attracting in excess of 20,000 people. This is in addition to a large amount of smaller events. The combined impacts of frequent and high impact events on local residents needs to be carefully managed.</p>	<p>See above for details of justification for the planning proposal</p> <p>The Northern Beaches Events Strategy is now an adopted policy document of Council which will deliver a mix of Council and community events over the next five years. The Strategy aims to:</p> <ul style="list-style-type: none"> • ensure that events on the Northern Beaches lead to greater social, environmental and economic benefits for everyone • support the community to run more of their own events across the Northern Beaches to complement those run by Council. <p>The intended outcome of the planning proposal is not to exempt all outdoor commercial activities on community land from an appropriate assessment and approval process. An important element of the Planning Proposal is that such activities may only be carried out if authorised under a Plan of Management.</p> <p>In addition, Council's Events team undertakes its own internal assessment of proposed events on a case by case basis, consulting with all relevant internal stakeholders to ensure potential environmental impacts are addressed. In granting leases and licences to use community land the opportunity exists to limit to a particular operator and for a single event.</p> <p>The development consent process would permit different operators as development consent runs with the land and the level of documentation required for a Development Application it is likely that applicants would seek unlimited consents. The refusal and or conditions attached to a development consent are also subject to appeal to the Land and Environment Court.</p> <p>A Plan of Management can be developed with a greater degree of community consultation than the development consent process enables.</p> <p>The development of Plan of Management criteria could include– maximum length of</p>

		activities, maximum number of times per year; hours of operation; bump in and out hours; acoustic, servicing and security requirements;.
	<p>The planning proposal is inconsistent with Ministerial Directions 6.1 as the provisions will not enable appropriate assessment due to the absence of the Plan of Management and 6.3 as the current controls are not restrictive.</p> <p>Manly differs from other community land events in other parts of the LGA where there are typically smaller events, less frequency and with less impact. Parameters need to be set out in a specific Plan of Management for Manly community land defining what 'commercial purposes' are considered to be 'exempt' to capture the larger events in the DA process to provide opportunity for a proper assessment of potential impacts and allow for special conditions to be tailored to the event to minimize and manage impacts - a generic approach to this through 'exempt development' provisions does not address this matter. I request that Council not proceed with the planning proposal and defer this matter until such time that a Plan of Management is developed and endorsed by Council. Proceeding the proposal with the only purpose being to make it consistent with the other LEPs without a proper assessment of the implications is not in the public interest.</p>	<p>Council must comply with Ministerial Directions issued by the Minister for Planning in the preparation of Planning Proposals. The current Planning Proposal is consistent with Ministerial Direction 6.1 as it encourages "the efficient and appropriate assessment of development". The Direction is not otherwise relevant as it addresses concurrence requirements of the Minister and public authorities only.</p> <p>The objective of Ministerial Direction 6.3 is to discourage unnecessarily restrictive site specific planning controls. The current Planning Proposal is consistent with this Direction as it does not involve the application of site specific controls.</p> <p>The need for details and specific assessment of potential impacts of larger scale events in Manly is acknowledged, as evidenced by the processes and procedures adopted by relevant business units of Council e.g. the Events Team. This will not change.</p> <p>The Planning Proposal will not result in a 'generic approach' as uses must be authorised by a Plan of Management and Council's Events team undertakes its own internal assessment of proposed events on a case by case basis, consulting with all relevant internal stakeholders to ensure potential environmental impacts are addressed.</p> <p>On going management of events via the Plan of Management approach enables greater control and ability to review events than if development consent is granted via operation of Clause 2.8 of MLEP</p> <p>Existing Plans of Management will require amendment to authorise specific commercial activities. This will be subject to separate community consultation. The current Planning Proposal as an enabling clause can proceed without amending existing Plans of Management or creating new Plans of Management.</p> <p>As an enabling provision, the Planning Proposal does not require proper assessment of the implications. Council will retain sufficient control by the introduction of criteria to be considered and met for the use of outdoor areas of community land for commercial purposes by the issuing of approvals for events and ongoing review following the completion of events.</p>